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MANAGEMEN

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STB

Dear Ms. Kaiser.

I am a resident of Wellington, Ohio and am writing you to express my concern about how my village will be adversely affected by the increased train traffic if the CSX/Conrail merger goes through.

ENVIRONMENTAL

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According to a CSX representative, the crossings in Wellington are the busiest along the proposed new route on which we are located. Yet CSX plans to do nothing to alleviate the traffic problems we will incur when we have a +00% increase in train traffic. We need a grade separation, probably in the form of an underpass. Our safety and the safety of our children is at stake. We have a volunteer fire department, which would be greatly hampered in responding to emergencies with the increased train traffic. We have schools on both sides of the tracks and buses which already have trouble getting across the tracks to get the children to school and back home on time.

Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

* See attached map of Wellington. Note the tracks make a diagonal cut across both our main thorough fores close to 2,000 cans/ day travel these roads. Not to mention our children on foot or bikes We need your hep.

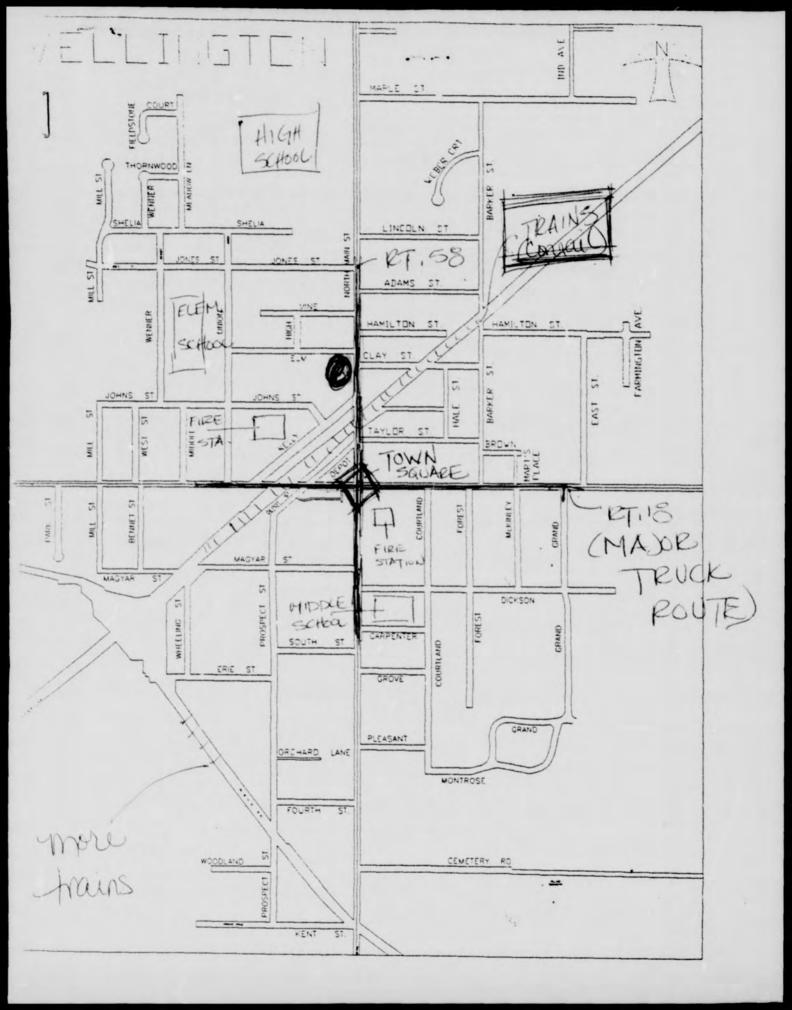
Sincerely,

uidaw. Hatt



Linda W Hatton 139 Park Pl Wellington OH 44090-1339

(440)647 - 2537





1744 Lewingston ENVIRONMENTAL Lonair, Chie 44052 February 1, 1998 DOCUMENT Office of the Secretory Case Control Unit Surface hancportation board 1925 K Sieet, MW Washington, @C20423-0001 Transportation Board: There are lighteen (18) rail crossing in The City of Loroin. Thus will endouse The whole Community. yealth Mozardone, Decrease in property Value, Toxic Waste. We need to think how this is yoing to affect Our Children. Commuter rail is essential to gue Communities, economic Development, Commute to and from work in other ceties. Thank you for taking these Concerns Into Consideration

Respectfully martha fye



DOCUMENT North Carolina Department of Administration

James B. Hunt Jr., Governor

ENVINUMENTAL

Katie G. Dorsett, Secretary

February 3, 1998

Ms. Elaine K. Kaiser, Chief Office of the Secretary Case Control Unit STB Finance docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001



Dear Ms. Kaiser:

Re: Finance Docket No. 33388-CSX and Northern Southern -Control and Acquisition of Conrail DEIS: Distribution List of Environmental Documents

The N.C. State Clearinghouse sent you a letter December 2, 1997 requesting that environmental documents relating to the above referenced acquisition be forwarded to this office for distribution to the affected counties. At that time we did not realize the aumber of counties that were potentially affected by this proposed action. The volume of this mailing resulted in a less effective method of handling both in terms of time and cost.

Therefore, I am requesting that future documents issued on this matter be sent directly to the County Managers on your list. The State Clearinghouse would like to continue to receive twenty (20) copies for distribution to state agencies.

Thank you for your cooperation in this matter. Please call if you have any questions.

Sincerely,

Key Byst

Ms. Chrys Baggett, Director N.C. State Clearinghouse

ENVIRONMENTAL DOCUMENT

January 30, 1998

- To: Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, NW Washington, D.c. 20423-0001
- From: Ben Gleason 4808 Timberview Drive Vermilion, Ohio 44089



Subject: Railroad train traffic expansion.

Dear Sir:

Often people, companies, towns, cities, townships, get all excited about changes that they perceive will benefit the community or their companies. These ideas become all encompassing and become almost tunnel vision. They allow big development for tax revenue but they forget what happens with no regard for the excessive traffic. The results is accidents almost weekly.

This problem will occur if you allow railroad traffic expansion. The railroads want profits. Those profits should not be at the expenses or inconvenience of the community people.

Ste 13 Huron St. Vermilia, OH 44089 ENVIRONMENTAL DOCUMENT January 31, 1998 To Members of the Simpace Transportability REFER I am writing to express our Fratter 0 1998 Concerne about the proposal for Exter of acquisition of Conrail by Nonfock and The Sanman and CSX Transportation, unde would result in the doubling of train happe through Venition, Olio. Vernition 15 a beautiful town und attracts many wish the due to the unending aports of , b devoted at zens. The torone quality of life should be recognized as an important factor in adde tion to concerns relating to the railroad pusiners Sharle you for your consideration Had Cramer



February 02, 1998

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

Email Brok ENVIRONMENTAL DOCUMENT

6927 Indiana Ave. Cleveland, OH 44105

Home Phone 441

Re: Proposed Conrail CSX Norfolk Southern Merger

Dear Ms. Fisher:

I am writing to oppose the abovementioned merger for three reasons:

1) I live in the Broadway neighborhood in Cleveland. All of the proposals I have seen, including the Mayor's compromise proposal have a huge increase in train traffic at the vicinity of Broadway and Harvard, a few blocks from my house. I am worried about the increased hazardous waste, the noise, and the dirt that the extra train traffic will create.

2) I am committed to mass transit, particularly trains, there has been a proposal to put a commuter rail stop at the Broadway Harvard intersection. I believe the merger will be the end of that proposal.

3) My life's work has been the revitalization of cities. For ten years I have lived and worked in the Broadway neighborhood, and we have made significant progress in increasing the attractiveness of this neighborhood as a place for people to choose to live. I believe the merger, with the increased train traffic will have a significant negative impact and wipe out much of the progress we have made. Cities have taken the brunt of the "negative" features of our modern culture. To survive and propser, they can no longer be a dumping ground, or a pass through for things which are detrimental, without being compensated in such a way to allow cities to lessen the negative effects.

Thank you for considering my comments.

Respectfully.

Marie Kittree

ENVIRONMENTAL Elaive Laiser DOCUMENT Annah you for taking the time to reached The I am writing in regards to the sale of Consail to CSX and North Sathern. Justice and Jaines will not be served if this "deal" goes through as set presently. The sailroads will be gaining over a willion dellars yearly, yet they are ashing for our taxe dollars to pay to upgrade the sails they will be using. They would make that much as profit in their first yourker Why should we subsidize this profit? Second the routes that they other have chosen to use would crippele & destroy the neighborhoods they will go through.

The areas will be wit off from the other side of the trache an average of 10 hrs. per day. That's around 42% of the day Mot Emergine services such as Fire, Parmedice, & folice would not have acces to these goreas. Third Nulear Waste will be traspoted throad this consider, just feet away from homes. Not to metion the transporting of Agerbono Materials, which cannot by Sovermit mondated go through the same areas by truch. So for the only solutions to the problems brought to then has been to Dand trees, build beins w/ cailroad ties, to

Angeness the sounds. All which would ber extremely ineffective, & too short term I a fix. Baically the question comes down to one thing... ... Would you or the corporate planners of CSX & Norfle Sathern ward to live in these area. I know ? would not. Where is the Justice, Where is the fairness? Who is this country going to suggest, the large corporations of the geogle (who pet them in office!) Elease seconsides this buyat. Do not ullow it to go through as it stands. Torce then to negotiate

in your faith with off the countries to be effected. Rease los't lo the people of this country down. Munte you legin for your line Simerely Alfry L the (440) 933-7343 Enail protop-j@ Kellwet.com



61.11m . Office of the Decretary 0 • • • Case Control ent . Finace Docket ho 3338 • Surface Transportation Doard • 1925 5. Street Has 0 Washington DC 20423-0001 • 0 To whom it may Cancere, Jam Charlean Lurry • anyone trains troveling 0 • Whough Lordin, it would . mean deaster for the fel and also for the Children • I do not Welcome that • Luce at all too much horse • aler Signed Charleon Larry • ENVIRONMENTAL · · DOCUMENT

4510 Infinity have horain the \$207 Jul J'MELINE Office of the Secretary FEB = 5 1998 Case Control Unit MANAGEMENT Finnee Dacket he 33388 STB Auface Transportation Beard Tarta 1935 K Street, N.W. Washington, D.C. 20423-0001 Vien Sis Jamamember of the BOLD Learn here in horace, and Fattended the meeting in Clincland yesterday. I feel that the sail merger is muy bud for all of us for many reasons Thise reasons unreall stated at the meeting. I hope you will take note of how the prople in this feel about this It's ber for all of us. Vilease Consider dealth and welfare when you are at a decision Sincerely Jours, ENVIRONMENTAL hellen & Ca Frence DOCUMENT

-2721W.37th Street ENVIRONMENTAL DOCUMENT Let 3 Theship -• FEB - 5 1978 > FT . Case control unit Jace Contral unit Main Ment • • 0 1925 K street nw 0 Washington DC 20423-0001 • • Dear Ser or madam, I am writing you in heraef . Of the CSA Rail road System We are Very much apposed 0 to any make rail Systeme 0 Coming through Lorain. there 0 is children there also there 0 would be no time for the . ambulance to Carry seck People the the hadpital. . 0 Caperation in this matter. • 0 James & Equelyn Patton 0 • •

Jan 31, 1998 1119 ENVIRONMENTAL DOCUMENT Dear Surs. I appreciate the opportunity to voice my open Os a community worker & resident of Cleacland Olio. I was present for "Regional Jublic Meeting held January 31, 1998. In Cleveland at Mit. Sinac Bogtist Church. Opic: Consail acquisition Jane very much opposed to this project !!! I am conscrered, over the fact, that, transportation He Bib Materials and atther foreign matter will be trancling in my neighterhood. Families, men, women and children will be affected. Our Health & Enviornment will decline. my wite is no! no! please find another way to solve your problems. I will pray that, answers will come Soon. Thank your, Fine Lawter

ELAINE K. KAISER ENVIRONMENTAL PROJECT DIRECTOR SECTION OF ENVIRONMENTAL ANALYSIS

DEAR MS. KAISER;

AFTER REVIEWING THE ENTIRE DRAFT ENTRODMENTAL IMPACT STATEMENT (EIS) ON THE PROPOSED ACQUISITION OF CONRAIL BY NORFOLK SOUTHERN RAILROAD AND CSX RAILROAD, PERSONALLY I CAN SEE NO REASON WHY THE SURFACE TRANSPORTATION BOARD SHOULD NOT APPROVE THE PROPOSED CONRAIL ACQUISITION.

FEBRUAR

THE PENDING APPROVAL OF THE CONRAIL ACQUIS-ITION BY THE SECTION OF ENVIRONMENTAL ANALYSIS (SEA) WOULD PROVIDE A MORE EFFICIENT RAIL TRANS-PORTATION SYSTEM IN THE EASTERN UNITED STATES AND WOULD INCREASE RAIL COMPETITION IN THE NORTHEAST, IT WOULD ALSO HAVE ENVIRONMENTAL AND SAFETY BENEFITS BY REDUCTIONS IN FUEL CON SUMPTION, AIR POLLUTANT EMISSIONS, AND THE NUMBER OF TRACTOR TRAILER TRUCKS THAT TRAVEL OUR INTERSTATE HIGHWAY SYSTEM.

AGAIN, IN RESPONSE TO REVIEWING THE DRAFT (EIS), I'M 100 PER-CENT IN FAVOR OF (SEA) APPROVING THE ACQUISITION OF CONRAIL BY NORFOLK SOUTHERN RAILROAD AND CSX RAILROAD.

ENVIRONMENTAL

SINCERELY YOURS, Richard N. Moffitt RICHARD H. MOFFITT 730 HOWARD ST. BROWNSVILLE, PA. 15417 (724) 785-8949

ENVIRONMENTA Deta Apinale RELLIV 4021 Canterbury Ct DOCUMENT FEB = 5 1998 . Joran, OH 44053 atta: Elsine K. Haiser Enveronmental Trojest Director Let it be noted that In OPPOSE the pending merger of CSX Mathere Reefie + Conorail Harbroad for the following reasons: A. Enveoinmental Vollution - for all B. Noice Vollection - especially for those near the tracks C. Safety Hazards - Possible Climical spills -Q. The use of Taxpayer's money to help fund this merga E. Mailrosol Crossings tying up traffic all the time because of increased train une. also Fire Trucks + Receve Squads , may be tangered in adding vieteries of tied up at These ceresings) and on + on -The effecte on people could be devastating. Digned Mite a. Spinele

DOCUMENT

MANAGEMENT

February 1, 1998

To Whom It May Concern:

I am writing this letter to voice my opposition to the proposed merger of CSX and Southern Railroads. I take this position after obtaining all the information made available through Media, News Articles and my attendance at the recently held Summit held on January 31, 1998 in Cleveland Ohio.

I believe that it is incumbent upon each person in the position to make a decision in this regard to do so after throughly searching and considering every aspect of the issue and it's impact thereof.

I further contend that there are far-reaching effects of this proposed merger that warrant the ut-most consideration, i.e.

1. The potential for Health Hazards that are compounded by the proposed elimination of Railroad Maintenance Employees.

2. The proposed expansion disproportionately targets Minority and Low Income Communities.

3. Real Estate value depreciation.

4. Taxpayers being burdened with additional sacrifices through being taxed for the infrustructing of proposed expansion.

These are very real issues that will not go away unless they are resolved through resolving not to allow this proposal to become a reality.

Sincerly.

Frederick Hood 3375 E. 113th St. Cleveland, Ohio 44011



January 29,1998

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

Attention: Elaine K. Kaiser Environmental Project Director Environmental Filing

ENVIRONMENTAL

Resolution No. 98-82

Dear Ms. Kaiser:

At the invitation of the Section of Environmental Analysis of the Surface Transportation Board, the Lorain County Board of Commissioners is taking this opportunity to register its concerns with regard to the proposed CONRAIL ACQUISITION as those concerns relate to cities, townships and villages located within its County borders. The comments are based on the review of the Draft Environmental Impact Statement (DEIS). The Commissioners acknowledge the thoroughness of the six volume, 3000 page document, particularly as regards the listing and identification of Lorain County Rail Line Segments which will be impacted with approval of the proposed acquisition.

Additionally, the Board of Lorain County Commissioners recognizes that the Surface Transportation Board is presented with a very challenging and complex decision, made difficult by the many issues involved, all of which must be given careful consideration prior to the final decision being made.

With regard to the DEIS generally, the attempts to be objective and to utilize the various formulas to calculate such things as "average delay time"; "number of vehicles in queue per crossing"; anticipated increase in accidents at grade crossings", etc. have resulted in a favorable conclusion for the acquisition's approval. However, we believe the conclusions are less than realistic when looked at logically.

The Board has been made aware that due to the construction projects undertaken and completed by CSX, many Lorain County Officials thought the opportunity to register concerns and request mitigation strategies did not exist. Furthermore, the County has not received sufficient information on the revised routing plan proposed by NS, which would eliminate additional trains on the Cleveland-Vermilion Rail Line Segment. Therefore we believe the comment period, which is set to expire on February 2, 1998, needs to be extended.

We will reserve comment on the Cleveland-Vermilion Rail Line Segment labeled N-080 which we understand is under additional review based on the submission by Norfolk Southern, of an alternate route which would eliminate the originally projected increase in number of trains from 13 to 34. The focus of our comments relate to the Berea to Greenwich Rail Line Segment labeled C-061.

Within Lorain County, Rail Segment C-061 is 27 miles with a projected increase in the number of trains per day from 14 to 54 and a projected increase in the number of annual hazardous Material carloads from 16,000 to 51,000. In our County 35 grade crossings were analyzed for safety/accident frequency. Four (4) of those crossings meet or exceed your criteria of 5,000 plus ADT and were analyzed for vehicle delay and queues. The four are listed below from North to South:

1.	Elyria Twinsburg Rd. (RT 82) in Eaton Township -	ADT = 6,020
-	11: C. A. 151 (D. 57)	ADT- 5 750

- Main Street in Grafton Village (Rt 57) ADT= 5,750
 North Main Street in Wellington Village (Rt 58) ADT= 8,120
- 4. Herrick Avenue in Wellington Village (Rt. 18) ADT = 7,870

COMMENTS ON RESULTS OF ANALYSIS

A. Hazardous Material: the DEIS determined that the rail segment is currently a "Key Route" and that the increase warranted an up grade to "Major Key Route" and is in need of mitigation. The recommended strategies are not sufficient.

B. Safety/Accident Frequency: of the 35 crossings, one, Pitts Road was found to have a significant likelihood for increased accidents. The recommended mitigation is to install flashing lights. We believe that with increased opportunity (increase in number of trains per day) operating at speeds of 60 mph, more accidents will occur. The DEIS uses a one accident every 100 years as a norm, and sets a "significance" threshold for increase at 1 accident every '3 years. The Village of Wellinton has experienced four (4) accidents resulting in death in the last 8 years.

The definitions of Level of Service (LOS) are found in the Transportation Research Board Highway Capacity Manual, Special Report 209, 1985

Our final comment on the DEIS is that it does not account for the geographic isolation from necessary emergency services, such as fire and ambulance protection, that is likely to occur, particularly at the crossings above highlighted. In addition, the Village of Wellington has a separate fire district and ambulance district that serves rural areas surrounding their borders.

The Lorain County Board of Commissioners generally opposes the approval of the merger because of the temendous adverse impacts to our County. However, in leiu of abject opposition the Board urges, in the strongest terms possible, that conditions mitigating some of the adverse impacts be placed on approval. The recommendations specified below represent those conditions we believe to be minimal to any approval of this proposed acquisition of Conrail by CSX and NS.

RECOMMENDATIONS:

A. REDUCE THE NUMBER OF ADDITIONAL TRAINS PERMITTED

B. PROVIDE FOR RAIL SEPARATION AT THE NORTH MAIN (WELLINGTON) AT GRADE CROSSING

C. LIMIT/RESTRICT RAIL CAR SWITCHING ACTIVITIES TO NIGHT HOURS TO REDUCE CONGESTION

D. CREATE A WRITTEN EMERGENCY RESPONSE PLAN FOR RAIL PERSONNEL AND LOCAL SERVICE PROVIDERS

E. INSTITUTE AND FUND AN ANNUAL JOINT TRAINING PROGRAM FOR RAIL PERSONNEL AND LOCAL PROVIDERS

F PROVIDE PRIOR NOTIFICATION OF NUCLEAR SHIPMENTS

Please contact us with any questions regarding these comments or recommendations.

The foregoing resolution was introduced upon a motion by Commissioner Michael A. Ross, seconded by Commissioner E. C. Blair, and upon roll call: Ayes: All.

Motion carried

I, Roxann Blair, Clerk of the Board of Commissioners of Lorain County, Ohio, do hereby certify that the above Resolution Nc. 98-82 is a true copy as it appears in Journal No. 98 on date of January 29, 1998

- Jann Blain

ENVIRONMENTAL DOCUMENT

January 23, 1998

Ms. Elaine K. Kaiser,

My name is Sheila Myracle, I live in Vermilion. This letter is about my concern with the possibility of increased train traffic through our community. Our city is split by the tracks, the downtown and emergency services on the north and a large section of private homes on the south. It scares me to think of the ambulance on one side of the tracks, a person in desperate need on the other side and a train between them. There is not an alternate route that does not take at least 20 minutes, which could prove to be deadly to a person in need.

I know you are a very busy person and concerned with many issues that affect many people. Please take a moment to consider the people of Vermilion and look at an alternative to the increase in the train traffic.

Sincerely yours,

Sheily Myra

Sheila Myracle 1288 Hollyview Dr. Vermilion, OH 44089

ENVIRONMENTAL DOCUMENT

January 23, 1998

Ms. Elaine K. Kaiser,

My name is Mary Olyne Myracle, I live in Vermilion. This letter is about my concern with the possibility of increased train traffic through our community. Our city is split by the tracks, the downtown and emergency services on the north and a large section of private homes on the south. It scares me to think of the ambulance on one side of the tracks, a person in desperate need on the other side and a train between them. There is not an alternate route that does not take at least 20 minutes, which could prove to be deadly to a person in need.

I know you are a very busy person and concerned with many issues that affect many people. Please take a moment to consider the people of Vermilion and look at an alternative to the increase in the train traffic.

Sincerely yours,

Mary myerce

Mary Myracle 1288 Hollyview Dr. Vermilion, OH 44089



Pame J. Holt-Higler 637 Sunnyside Road Vermilion, Ohio 44089 440-967-1711

ENVIRONMENTAL

January 26, 1998

Ms. Elaine K Kaiser Environmental Project Director Surface Transportation Board - Finance Docket No. 33388 1925 K Street, NW Washington, DC 20423-0001

Dear Ms Kaiser:

1 am asking you to strongly consider the impact of the requested merger of Conrail and Norfolk & Southern Railroads on the communities to be affected by the resulting increased train traffic. Vermilion, Ohio is one such community.

DOCUMENT

As a resident and small business owner I am greatly concerned about the results of this merger and what it would do to our community and our quality of life. My primary concerns.

- Tremendously increased traffic on the existing tracks:
 - Increased noise and air pollution.
 - Rerouting of school buses: .
 - Increased student ride-time, as well as increased fuel consumption. Both would be very detrimental to a school system with existing financial strains.
 - Increased difficulty to travel throughout the community
 - The merger could possibly cut off much needed traffic and revenue for "downtown" and Liberty Avenue businesses.
 - Higher probability of automobile and/or pedestrian accidents at railroad crossings.
- Increased traffic of hazardous waste: .
 - Greatly endangers the environmental safety of Lake Erie.
 - Why risk Ohio's one Great Lake and a beautiful natural resource, not to mention the safety of lake-front residents?

One toxic spill would contaminate the water source for many communities and devastate a growing tourist industry.

- Diminished response time of local safety forces to emergencies; .
 - Geographically speaking, increased train traffic would cutoff many residents from receiving adequate responses from police and fire protection as well as emergency medical assistance.
- Long-term damage to an already depressed local economy;
 - Reduced accessability due to heavier train traffic could hamper Vermilion's ability to support existing businesses, as well as, its ability to attract new businesses.
 - The tourist trade is one of Vermilion's sources of revenue. Increased train traffic would decrease the community's appeal to vacationers, boaters, fishermen, etc.

Vermilion and surrounding communities have nothing to gain and everything to lose with this merger. Put yourself in the position of those who will be directly affected by this merger. Vote in favor of the quality of life for your constituents and against this proposed merger. Thank you for your time and consideration.

Sincerely,

Pamela J. Holt-Higley

C: Mr. James Davis, Mayor, City of Vermilion Mr. Nick Luby, Councilman, City of Vermilion

To whom this my concern,

ENVIRONMENTAL

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I am writing to tell you that I am absolutely opposed to Norfolk, Southern and CSX transportation to purchase Conrail.

I live in Vermilion, Ohio, off West River Road, approximately one-mile from two different railroad tracks that cross West River Road, and one-mile from RT. 2 Vermilion rest area, where each and every night twenty to thirty trucks stop over night on each side of RT.2, Vermilion Rest Area.

Last year ther was some type of chemical spill from one of the trucks. Lucky for us it wasn't serious, but it could have been.

This is a very serious situation, two train track carrying dangerous chemicals, and both sides of Rt. 2 allowing trucks to spend an over night one mile from my home, carrying who knows what?

I don't know how the other residents feel about this threat, but I feel this is not the kind of problem any of us need. I have family that lives two blocks away from the train tracks, I fear for them.

I pay \$1,600.00 a year for property taxes (on a very small home). The taxes are for fire and police protection plus. I also pay \$49.00 per year for E.M.S, ambulance service.

I need to have my home and life protected which means that I need firemen and police here to put out the fire BEFORE it gets out of control, and the immediate response of the police when I need them. Where would I be if the fire company or the police sit helplessly by waiting for a train to pass, or a toxic spill to be cleaned up?

We are excellant residents and tax payers of Vermilion, and we are absolutly against this purchase .

We are also sick of the train whistles that startle us out of a sound sleep at 2:0Ca.m., why does that conductor blow that whistle so frenzied? What is his train carrying? If more trains go threw Vermilion at all hours of the day and night blowing, blowing, blowing, what do you think the residents will do than?

I hope you will reconsider this purchase, and keep Vermilion off the news waiting for a catastrophe to happen.

Or better, live on this side of the tracks, see now you like it.

Sincerly hoping you reconsider the purchase.

Johanna Barbata Johanna Barbata 139/ Poeling Mids Dy Vermelin Theo 44089

January

MANINGEMEN

SIL

SUMMARY RAILROAD TRAFFIC CONCERNS

The proposed acquisition of Conrail Inc. by Norfolk Southern Corp. and CSX Transportation threatens to drastically increase rail traffic through residential areas throughout the state.

Our local concerns center around the tracks that bisect West Cleveland and particularly our suburb, Lakewood, and the other suburbs of Rocky River, Bay Village and Avon Lake.

All of these communities share concerns about delayed response for emergency vehicles, and about the possibilities escape routes being blocked in the case of a hazardous waste spill.

Lakewood alone, however, must deal with safety concerns brought by children of all ages crossing the tracks on their walk to and from school. Students in all the other communities are bussed. Lakewood's boundaries encompass just five square miles, and this area is served by ten elementary schools, three middle schools and one high school. The probability of death or serious injury with these many children moving through the city daily on foot would skyrocket were train traffic to triple.

A related concern is that of the effects of increased traffic on real estate values. Houses near the tracks will decrease in value, having a definite effect on tax revenues generated, and therefore on the funding for schools.

Attached is the West Shore Report--a summary of the problem issued by the office of Representative Dennis Kucinich.

Paula Reed Railroad Safety Concerns Committee Chairman Lakewood PTA Council

> ENVIRONMENTAL DOCUMENT

RESOLUTION

WHEREAS, An objective of PTA is to promote the welfare of children and youth in the community;

WHEREAS, An objective of PTA is to secure adequate laws for the care and protection of youth; and

WHEREAS, The proposed acquisition of Conrail Inc. by Norfolk Southern Corp. and CSX Transportation threatens to drastically increase rail traffic through residential areas throughout the state; and

WHEREAS, Our children's safety while walking to and from school, and while at play would be threatened by the trains themselves; and

WHEREAS, Train traffic blocking the crossings in our communities will cause critical delays for emergency vehicles in reaching their destinations; and

WHEREAS, The increase of freight trains increases the risk of derailments and the risk of hazardous material spills, be it

RESOLVED, That Lakewood PTA Council make known to the Surface Transportation Board PTA's opposition to increased rail traffic through residential areas; and be it further RESOLVED, That PTA work in conjunction with government efforts to curtail additional train traffic which would affect the safety of the communities.

Submitting group Date of adoption President's signature Secretary's signature Contact person: Lakewood PTA Council

1/A: Unher lo

Paula Reed 1208 Manor Park Avenue Lakewood, Ohio 44107 (216)228-8645

Mrs. Jeanne Tauly 3120 Brownham Sta. Rd. Vermilion, Chao 44089 ENVIRONMENTAL January 36, 1998 DOCUMENT Surface Transportation Beard Elline Kauser, Environmental Bay Director an very concerned about the prepared in creased traffic the trains will present. This town is out in two by rail reads This is a mell established local concern because there is lack of access to any emergency equipment. rail only adds to the serious reconsider the serious ramifications this merger licture norfalk and Suthern Cax and Chisail will present for this entire area. The safety and health of this community are at stake. Sincerely Mrs. Jeanne Pauly (Lonain Co.)

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

Attention: Elaine K. Kaiser Environmental Project Director

I am a resident of Vermilion, Ohio. A small town of about 13000 people with about a 6 mile lake frontage along Lake Erie. I am writing to you today to express my concern about the recently announced railroad merger and the predicted increase of rail traffic through my town. I am sure you will hear from our local government, as well as some of those concerned citizens that are not too jaded to think that writing a letter has a chance of influencing big business decisions. Our little town is having some serious problems at the moment - Ford Motor Co. partially closing the local assembly plant plus the local school system has had to borrow money from the State to continue in operation for 98. These two factors alone have managed to negatively impact local businesses as well as the local already deal with a fairly high number of trains and so far, it has not been a safety or economic concern. Even though, I am sure that we do lose some tourist overnight trips at the local marinas, due to the train whistles at night. This we can handle - BUT increase rail traffic, even a little. and I think it certainly becomes a safety concern. We need to be able to get fire and ambulance service to both sides of the tracks without any delay. Given the small number of residents, it would be extremely burdensome to provide equal services on all sides of all our current tracks.

DOCUMENT

We would most certainly need overpasses.

It is also being reported in the local papers that part of what is being proposed as cargo for this increased rail traffic is hazardous waste. I understand the logical need to remove this type of risk from the highway- BUT what about the risk to many cities water supplies if an accidental spill should contaminate our river, or Lake Erie. Would be we not be talking about an international incident?

Some articles have also proposed a commuter rail from Cleveland to those western suburbs close to us. . . This is a terrific idea. We could get more people off the roads too!!

Thank you for your time in reading my ideas and your helpful input to whatever governing body will be making decisions that will certainly hopefully improve the quality of life for myself and my neighbors, rather than add further burdens to an already burdened community.

Sincerely,

kee 10 U. Campelain

Isabelle H. Chamberlain Real Estate Broker 4697 Liberty Avenue Vermilion, Ohio 44089

1/25/98

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

Attn.: Ms. Elaine K. Kaiser



Dear Ms. Kaiser:

I am writing to you as a citizen of Cobb County, Georgia with comments and certain concerns regarding the draft environmental impact statement for the "Proposed Conrail Acquisition". My concerns relate to material in Volume 3A, Chapter 5, Section 5-GA, "Georgia Cumulative Effects". These concerns include the failure to include in Georgia's cumulative effects a related Norfolk Southern intermodal facility planned for Cobb County Georgia.

The proposed 830 acre intermodal facility would surround Clarkdale, Georgia, a historic village listed on the National Register of Historic Places. It would also severely impact 112 acres of wetlands through stormwater discharges, and destroy another 25 acres of wetland and replace them with retention ponds. In addition, the facility will place up to 1,643 additional tracter-trailors onto U.S. Highway 278 each day, severely impacting the air quality in Cobb County. Please note, Cobb County is a non-attainment area under the Air Quality Standards of the Clean Air Act. The existing traffic situation on U.S. Highway 278 is already bumper-to-bumper during peak hours each day.

As a result of the proposed project's detrimental effects on the densely populated residential areas which surround the proposed site, the local government with jurisdiction (Austell, Georgia) denied Norfolk Southern's request for a heavy industrial zoning. In an extremely unusual action that many feel violates the U.S. Constitution, Norfolk Southern then decided not to appeal the zoning, but rather obtained a federal court ruling that indicates the planned facility is NOT subject to local or state zoning laws or police powers.

Since the court ruling essentially leaves local or state governments with no authority to police or regulate railroad activities, we are totally dependent upon the federal NEPA and wetland process to review this planned facility. Again, we feel that this action is a gross misuse of the powers conferred by federal Interstate Commerce statutes. We are asking that the Army Corps require a separate environmental impact statement for the proposed Cobb County facility. The Federal EPA has agreed with our initial assessment (that the project requires additional review), and we are waiting on the Army Corps' wetland permit decision.

<u>Please note, the Georgia impacts outlined in your "Proposed Conrail</u> <u>Acquisition" Draft Environmental Impact Statement DO NOT contain the</u> <u>correct impact information for Georgia. We would ask that the Draft</u> <u>Impact Statement, and your Georgia analysis be modified to include the</u> <u>impact information outlined for Cobb County in the Army Corps' and</u> <u>EPA's review.</u>

Thank you for the opportunity to comment on these matters. Please note that all of the local governments in this region of Georgia (Cobb County, Douglas County, Cities of Powder Springs, Austell, Clarkdale, Douglasville, and East Point) are on record opposing this facility. In addition, our congressman (Rep. Barr) and state legislators are also working with us on this situation.

Sincerely,

Sim William

Brian Williamson 4690 Springgate Drive Powder Springs, GA 30073

Attachments

Attention: Elaine K. Kaiser Environmental Project Director Environmental Filing

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY



REGION 4 Atlanta Federal Center 61 Forsyth Street S.W. Atlanta, Georgia 30303-3415

OCT 30 1997

4WMD/WCWQGB/RL

Colonel Grant M. Smith District Engineer ATTN: Aaron Valenta U.S. Army Corps of Engineers P.O. Box 889 Savannah, Georgia 31402-0889

SUBJ: Norfolk Southern - 970001170

Dear Colonel Smith:

This is in response to your request for comments on the above referenced public notice. Norfolk Southern is seeking to impact approximately 24.8 acres of wetlands in connection with construction of an intermodal terminal facility on an 830 acre site. The facility will be used to annually shift up to 600,000 trailers or containers to and from rail cars. As mitigation for the project's wetland impacts the applicant originally proposed to preserve 87.6 acres of wetlands, and create 21.4 acres of wetlands. The applicant also proposed creating 21 acres of "bioretention" ponds. The proposed impact site is located near Austell, Cobb County, Georgia.

The Environmental Protection Agency (EPA) has reviewed the public notice and the large amount of supporting information provided by the applicant about the project. EPA has also reviewed many of the comments from environmental organizations and members of the public. Our review of the information raised a number of concerns regarding the project. We presented the concerns in detail in our letter of October 6, 1997, and recommended that the permit for the project, as proposed at that time, be denied. Our primary areas of concern were the scope of the alternatives analysis and the proposed compensatory wetland mitigation plan. We also acknowledged the many comments EPA has gotten from the public concerning stormwater impacts, noise, water quality impacts in the watershed, changes in land use, air quality impacts, increased traffic, and impacts to historic resources among others. EPA recommended that your office evaluate these issues to the fullest extent in the public interest review and under the National Environmental Policy Act. This is particularly important due to the applicant's apparent exemption from local land use controls.

On October 20, 1997, Robert Lord of my Wetlands Section Staff met with representatives of Norfolk Southern and members of your North Section staff to discuss EPA's concerns. Norfolk

Southern presented additional information on the alternatives analysis, which appears to have been more extensive than what was described in the application. Norfolk Southern also proposed additions and amendments to the compensatory wetland mitigation plan. These proposed changes and additional information made considerable progress in addressing EPA's concerns. However, we have yet to receive written documentation of the proposed changes to the application.

Since our October 6th letter, EPA has received additional comments and information from the public and local governments concerning the project. We have not fully evaluated this information. Unfortunately the Memorandum of Agreement on Section 404(q) does not allow much time between the 3(a) and 3(b) letters to address changes to a project by the applicant or to respond to a large volume of comments generated by a project such as this one. Also, your office has scheduled a public hearing on this project for November 12, 1997. We intend to have a representative attend the hearing and will would like to factor the public's comments into our evaluation of the project.

Therefore, based on the information currently on hand and yet to be reviewed, and pending the public hearing, our original concerns with this project have yet to be resolved. Thus, EPA has determined that this project does not comply with the Section 404(b)(1) Guidelines and we recommend that a permit for the project, as originally proposed, be denied. EPA has also determined that this project, as originally proposed, will impact aquatic resources of national importance and we retain the option to refer this project through the procedures outlined in the 1992 Memorandum of Agreement between EPA and the Department of Army, Part IV, Elevation of Individual Permits, paragraph 3(b), regarding Section 404(q) of the Clean Water Act.

Thank you for the opportunity to review this public notice. We look forward to continuing to work with your office, the applicant and other interested parties to resolve our concerns with the project. Should you have any questions regarding our comments, please contact Robert Lord of the Wetlands Section at 404-562-9408.

Sincerely,

John H. Hankinson, Jr. Regional Administrator

cc: see attached list

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DEPARTMENT OF THE ARMY

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SAVANNAH DISTRICT, CORPS OF ENGINEERS NORTH AREA SECTION 3485 NORTH DESERT DRIVE BUILDING 2, SUITE 102 ATLANTA, GEORGIA 30344

AUG 0 7 107

Regulatory Branch 970001170

JOINT PUBLIC NOTICE Savannah District/State of Georgia

The Savannah District has received an application for a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), as follows:

Application Number: 970001170

Applicant:

Norfolk Southern Attention: Mr. Larry Etherton 99 Spring Street, SW. Atlanta, Georgia 30303

Location of Proposed Work: The site is located between C. H. James Parkway/U.S. 278 and Austell Powder Springs Road in Austell, Cobb County, Georgia. The site is traversed by Westside Road and Mathis Drive and includes Sweetwater Creek. The site is adjacent to but does not include the Thread Mill Mall or the associated historic neighborhood of Clarkdale.

Description of Work Subject to the Jurisdiction of the U.S. Army Corps of Engineers: To fill 24.76 acres of wetlands, streams and impoundments during the construction of an intermodal facility on an 830 acre site. The applicant proposes to impact 24.76 acres of the total 137.17 acres of waters of the U.S. found on the site. The applicant proposes to preserve 87.6 acres of wetlands, create 21.4 acres of wetland and 21.03 acres of biodetention. Biodetention would occur in the 4 detention facilities proposed for the site. These detention basins would be designed to provide wetland habitat and be planted with mast producing tree saplings. Wetland creation would occur at three on-site locations which are adjacent to Sweetwater Creek. These three sites would be excavated to a depth to intercept groundwater, planted with wetland plant species and monitored for 5 years to determine the success of the sites.

This facility would be used to shift the transportation of containers and trailers between highway and rail movement. The facility would be designed to handle 600,000 trailer/container lifts annually onto or off of rail cars. The facility would include 31,000 feet of rail loading and unloading track to accommodate 310 rail cars (each 100 feet in length), contain 54,000 feet of rail, support/storage track and 15,000 of rail lead track. The facility would also include 5,000 trailer/chassis parking spaces and 2,600 spaces for container storage.

The water quality control measures would consist of both structural and biological measures. A Spill Prevention Control and Countermeasure Plan and a Stormwater Pollution Prevention Plan would be developed for the facility before it is put into operation. In addition, control structures would be installed on all storm drain outfalls and on the detention pond outlet structures. This would allow isolation of any spilled material and would prevent the discharge of any material to Sweetwater and Powder Springs Creeks. Runoff from the equipment maintenance area would be pretreated using an oil/water separator prior to discharge into the sanitary sewer system. The stormwater detention ponds would be designed to provide sediment storage and a degree of nutrient uptake thereby reducing nitrogen and phosphorus loading in the receiving streams.

BACKGROUND

This Joint Public Notice announces a request for authorizations from both the U.S. Army Corps of Engineers and the State of Georgia. The applicant's proposed work may also require local governmental approval.

STATE OF GEORGIA

Water Quality Certification: The Georgia Department of Natural Resources, Environmental Protection Division, intends to certify this project at the end of 30 days in accordance with the provisions of Section 401 of the Clean Water Act, which is required by an applicant for a Federal Permit to conduct an activity in, on, or adjacent to the waters of the State of Georgia. Copies of the application and supporting documents relative to a specific application will be available for review and copying at the office of the Environmental Protection Division, Floyd Towers East, Suite 1070, 205 Butler Street, SW., Atlanta, Georgia 30334, during regular office hours. A copying machine is available for public use at a charge of 25 cents per page. Any person who desires to comment, object, or request a public hearing relative to State Water Quality Certification must do so within 30 days of the State's receipt of application in writing and state the reasons or basis of objections or request for a hearing. The application can also be seen in the Savannah District U.S. Army Corps of Engineers, North Area Section, 3485 North Desert Drive, Building 2, Suite 102, Atlanta, Georgia 30344.

<u>State-owned Property and Resources</u>: The applicant may also require assent from the State of Georgia which may be in the form of a license, easement, lease, permit, or other appropriate instrument.

U.S. ARMY CORPS OF ENGINEERS

The Savannah District must consider the purpose and the impacts of the applicant's proposed work, prior to a decision on issuance of a Department of the Army Permit.

Cultural Resources Assessment: Review of the latest published version of the National Register of Historic Places indicates that no registered properties or properties listed as eligible for inclusion are located at the site or in the area affected by the proposed work. Presently unknown archaeological, scientific, prehistorical, or historical data may be located at the site and could be affected by the proposed work. According to the applicant, within the Area of Potential Effects, historic resources eligible for the National Register of Historic Places are limited to the existing Clarkdale Historic District. This historic site is located adjacent to the project site and would be adversely effected by its development. Ten archaeological sites were recorded during intensive surveys of the site. According to the applicant, these sites are recommended ineligible for the NRHRP and no additional investigations are recommended.

Endangered Species: Pursuant to Section 7(c) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.), we request from the U.S. Department of the Interior, Fish and Wildlife Service and the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, or any other interested party, information on whether any species listed or proposed for listing may be present in the area.

<u>Public Interest Review</u>: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, mineral needs, considerations of property ownership and in general, the needs and welfare of the people. Extensive studies have been submitted by the applicant and included: flood hazards, water quality, air quality, traffic studies, noise impacts, light impacts, hazardous materials and wetlands.

<u>Consideration of Public Comments</u>: The U.S. Army Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the U.S. Army Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Application of Section 404(b)(1) Guidelines: The proposed activity involves the discharge of dredged or fill material into the waters of the United States. The Savannah District's evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under the authority of Section 404(b) of the Clean Water Act.

<u>Public Hearing</u>: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application for a Department of the Army Permit. Requests for public hearings shall state, with particularity, the reasons for requesting a public hearing. The decision whether to hold a public hearing is at the discretion of the District Engineer, or his designated appointee, based on the need for additional substantial information necessary in evaluating the proposed project.

<u>Comment Period</u>: Anyone wishing to comment on this application for a Department of the Army Permit should submit comments in writing to the Commander, U.S. Army Corps of Engineers, North Area Section, 3485 North Desert Drive, Building 2, Suite 102, Atlanta, Georgia 30344, no later than 30 days from the date of this notice. Please refer to the applicant's name and the application number in your comments.

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If you have any further questions concerning this matter, please contact Mr. Aaron Valenta of the Regulatory. Branch at (404) 763-7945.

lun David E. Crosby Chief, Central Area Section

Enclosures

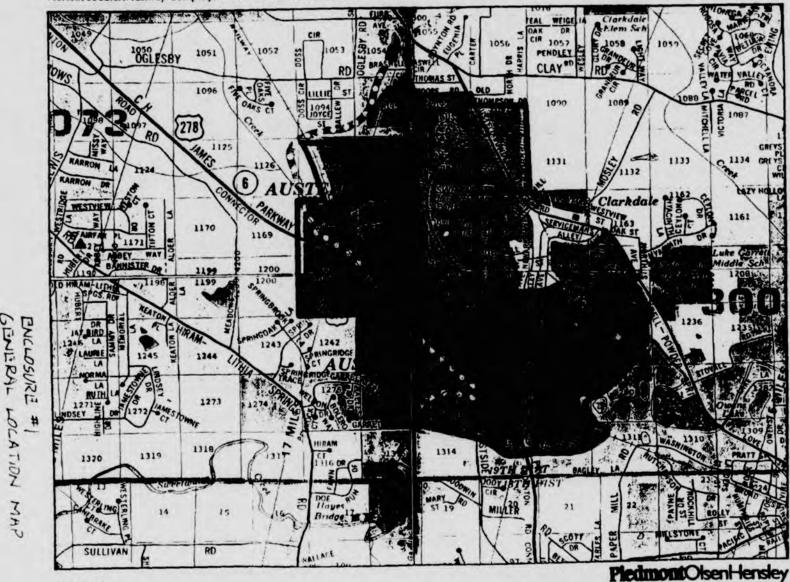
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- 1. General Location Map
- 2. Wetlands Location Map
- 3. Facility Design Map
- Drainage System and Pond Layout
 General Location Map

GENERAL LOCATION MAP

Norfolk Southern Railway Company, Intermodal Facility, Austell, GA



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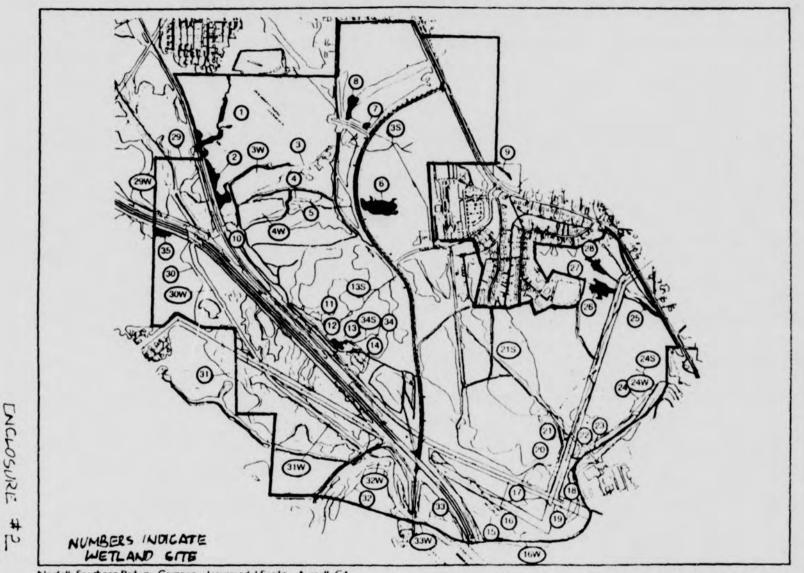
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WETLAND LOCATION MAP

ENCLOSURE

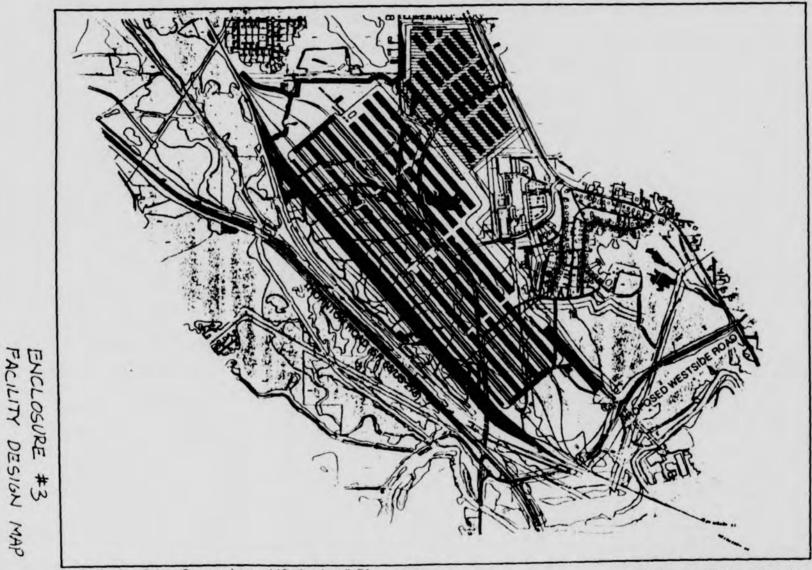


Norfolk Southern Railway Company, Intermodal Facility, Austell, GA 62254/rpt 591

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FACILITY DESIGN MAP



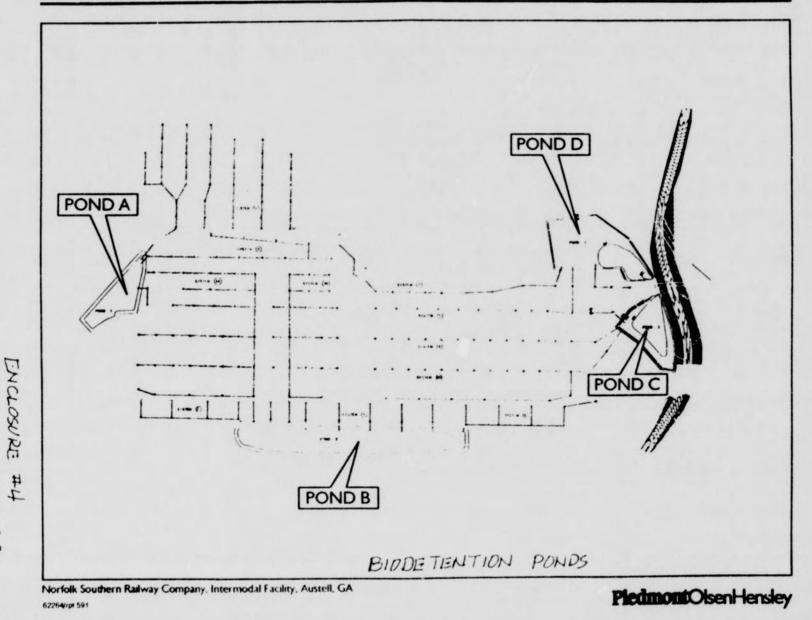
Norfolk Southern Railway Company, Intermodal Facility, Austell, GA 62264/rpt 591

MAP

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DRAINAGE SYSTEM AND POND LAYOUT



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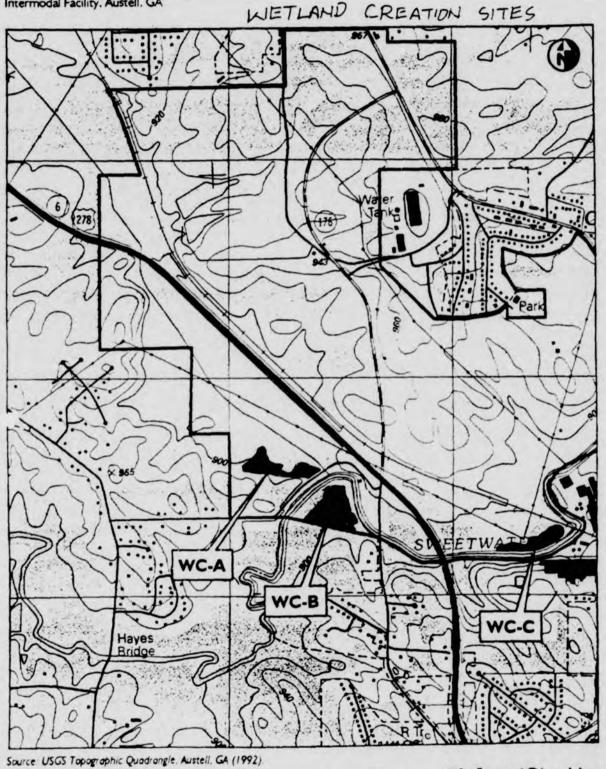
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DRAINAGE SYSTEM& POND LAYOUT

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GENERAL LOCATION MAP

Norfolk Southern Railway Company Intermodal Facility, Austell, GA



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WETLAND CREATEON SITES

PledmontOisenHensley ENCLOSURE #5 GENERAL LOCATION MAP

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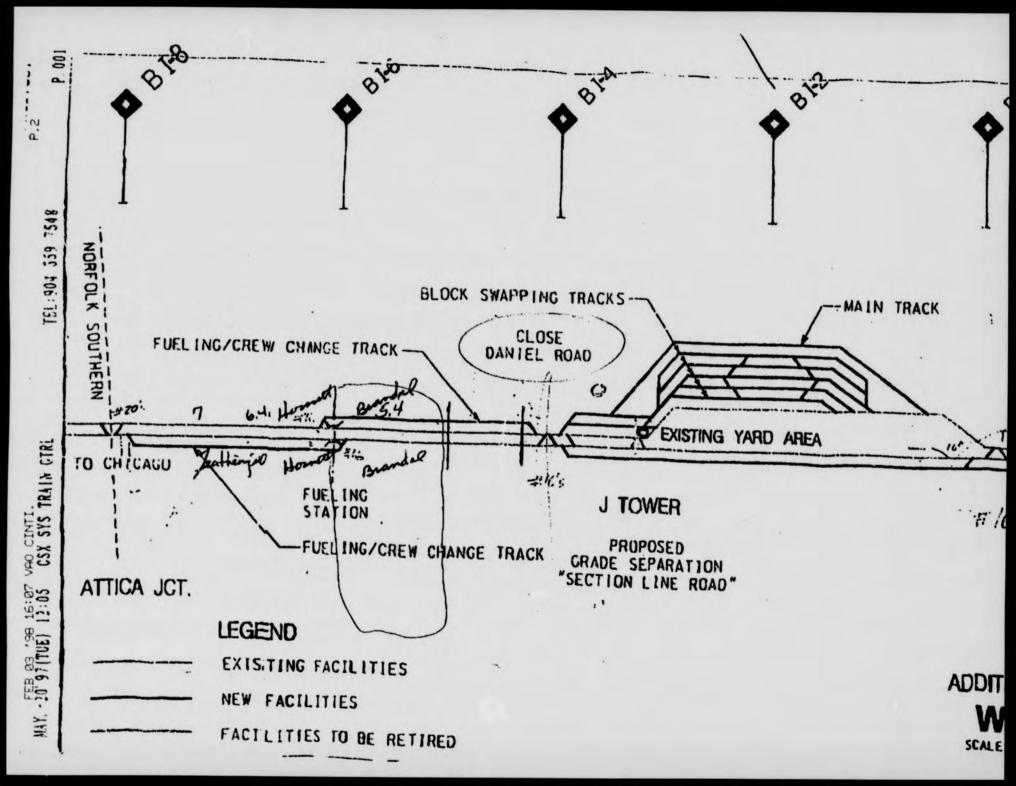
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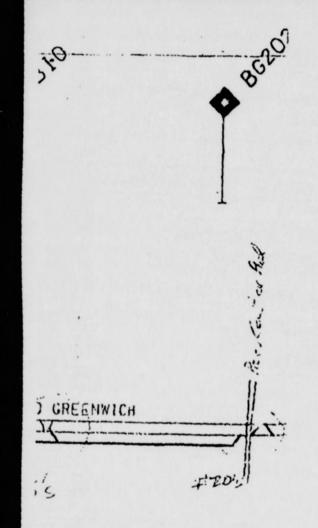
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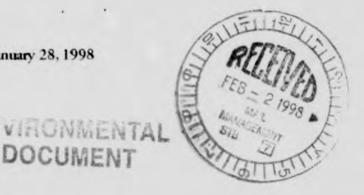
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January 28, 1998

ENVIE

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



Dear Sirs:

I have reviewed your Draft Environmental Impact Statement (Draft EIS) for the "Proposed Conrail Acquisition", Finance Docket No. 33388, issued by the Surface Transportation Board (STB), and would like to offer the following comments for your consideration and inclusion in the record.

The Draft EIS appears to be adequate except for the exclusion of one very important major project that is planned by the Norfolk Southern Railway Company (NS) - the construction and operation of an Intermodial-Rail Yard Facility in the Austell-Clarkdale-Powder Springs area in Cobb County, Georgia. This proposed 830-acre Intermodial-Rail Yard Facility is obviously linked if not directly dependent upon the Proposed Conrail Acquisition; and, it is clearly evident from the following data that this proposed Facility needs to become an integral part of the Draft EIS.

1. PROJECT LANDS

The proposed 830-acre project area is directly adjacent to the Boundaries of the City Limits of Austell, Clarkdale (a registered National Historic Site) and Powder Springs, Georgia. Project lands are relatively undisturbed and of valuable and highly productive mixed mature pine and upland hardwoods, bottomland hardwoods and 22 acres of highly productive unique wetlands. The woodlands are known to support excellent populations of deer, wild turkey, squirrel, rabbit and a wide variety of raptors and song bird species; whereas, the wetlands support good populations of game fish species, resident muskrat and beaver, as well as, resident and migratory waterfowl and wading bird populations. The waters immediately adjacent to the project area, Sweetwater and Powder Springs Creeks, also support the Alligator Snapping Turtle, a State Threaten repuile species, and the Highscale Shiner, a State Threaten fish species. In addition, the wetland areas that are proposed to be filled and destroyed also support a stand of a unique tree species - the Bald Cypress - which is far north of its normal northern range.

2. PROJECT FEATURES

The Project, as presently proposed, requires the excavation, filling, leveling and compacting some 450 acres of land. It is not known what NS plans to do with the remaining 380 acres of land, but it is anticipated that NS eventually plans to use these lands to expand their planned facility. Initial operation presently calls for 600,000 lifts annually, with a projected need of 800,000 lifts by the year 2005. To meet the initial need of 600,000 lifts annually, it is projected that 3,500 diesel semi-trucks (1 every 25

seconds), 100+ diesel powered trains (4 to 5 per trains/hour through the Cities of Austell, Clarkdale, and Powder Springs); and, a multitude of various types of diesel equipment will be operating in or adjacent to the project site daily. Based on this information, it is projected that there will be an increase of 25% in truck and train traffic in the area to meet the projected need of 800,000 lifts annually.

3. AIR QUALITY

The <u>entire</u> metropolitan Atlanta area, which consists of 14 Georgia Counties, is designated as a "Non-Attainment Area", or an area with significant air quality pollution levels. The Federal Highway Administration has formally advised the State of Georgia that if the air pollutant levels in the Metropolitan Atlanta area are not significantly reduced soon, Federal Highway Cost Sharing Funds will be withheld from the State. Therefore, one must question the rationale used by NS to develop the Austell/Clarkdale/Powder Springs Intermodial Facility when their present Inman and East Point Facilities and CSX's Georgia Facility are already contributing measurable air borne pollutants to the "Non-Attainment Area". Construction and operation of their proposed facility in Cobb County would obviously result in a further degradation of the air quality in this area potentially to hazardous breathing levels within the Cities of Austell, Clarkdale and Powder Springs as well as the immediately adjacent lands in Douglas and Paulding Counties.

4. WATER QUALITY

Construction and operation of the proposed Intermodial Facility will result in a 450acre flat, level, compacted and paved (unvegetated) area interlaced with some 20 miles of track and a large number of semi-trailer parking spaces. Implementation of this project could result in substantial silt runoff into Sweetwater and Powder Springs Creeks during construction, and a considerable amount of pollutants being discharged during operational activities. For instance, on September 24, 1997, we experienced a 5.31 inch rainfall in the proposed project area. This would equate to nearly 20,000 acre feet of surface water laden with silt and/or contaminants spilling directly into Powder Springs and Sweetwater Creeks. As a result, a more elevated water level of Sweetwater Creek would have occurred in the Sweetwater Creek State Park area and in the Cities of Austell and Lithia Springs, as wells as an elevated level of contaminants in Sweetwater Creek, a stream from which the Cities of Lithia Springs and East Point, Georgia, obtain their drinking water.

I also would like to bring to the attention of the STB the results of a December 1997 Well Feasibility Study recently conducted by Emery & Garrett Groundwater, Inc. for the City of Powder Springs. It should be noted that the Study Design was developed in mid-1996 with a primary objective to find additional water supply sources for the City of Powder Springs. Presently, most municipal and industrial water supplies in the Atlanta Metropolitan Area are derived from surface waters taken from rivers, streams and/or impoundments. Many, like the City of Powder Springs, are concerned that these water supplies will not be able to meet the rising demands for projected future withdrawal needs in view of the projected population growth rates in the area. Subsequently, this Study was contracted in june of 1997 before NS's proposed Intermodial Facility in Cobb County was publicly advertised by the Savannah District Corps of Engineers in a August 7, 1997, Public Notice. It also must be pointed out that at no time during the Study was the Contractor made aware of the NS's proposed Intermodial Facility. The first phase of the City's Study was completed in December 1997 with the following findings:

- a. Six (6) potential water producing well siting locations were identified within the boundaries of the City of Powder Springs, with the potentially best producing Well Site being located on Powder Springs Creek immediately adjacent to and west of NS's existing rail line and north of the C. H. James Parkway (Ref. attached map).
- b. It also must be noted that this Well Site is adjacent to and just west of the proposed NS Intermodial Facility. Construction and subsequent operation of this facility could most certainly result in measurably less ground water recharge in the area as well as a significant contamination of this highly valuable drinking water source.

4. NOISE

It is firmly believed by many of the Cobb County citizens that the cumulative noise levels during the continual 24-hour operation of NS's Proposed Intermodial Facility will result in noise levels that could far exceed the dB comfort levels experienced by humans. A comprehensive study needs to be conducted by NS to determine the 24-hour cumulative average noise levels on all sides of the project area immediately adjacent to the site. Such a study needs to measure the 24-hour cumulative dB levels of the following equipment, all in simultaneous operation:

> 1.3 Stackers 26 Hostler Cabs 6 On site Diesel Tractors 3.4 Cranes and Sideloaders 4 On side Diesel Locomotives 3,500 diesel Tucks with Trailers 100 Diesel Locomotives with 50-100 Rail Cars'

5. TRAFFIC

Traffic on the C. H. James Parkway is expected to become severely congested with the increase train and heavy truck traffic. It also is anticipated that the rates of minor and serious traffic accidents, along with the rate of human fatalities, are expected to substantially increase. Construction of the facility, as presently planned, will require the relocation of Westside Road directly across from the entrance of Garrett Middle School. This would result in increased commuter and semi-trailer traffic at the School entrance during both morning and evening school bus traffic periods, with a potential increase in

Trains moving through or by the site, each to include an appropriate number of flat wheels.

hazardous traffic conditions for our school children. In the downtown Powder Springs area on the primary road entering the City from the West - Brownsville Road, present train traffic of approximately 50 trains/day currently creates significant traffic congestion problems. What will it be like with operation of the Intermodial Facility and 100 to 150 trains passing through the downtown area of Powder Springs each and every day?

6. AESTHETICS

No matter how high you build a levee or noise barrier, the site of a "Containerized Cargo Handling Rail Yard" along with that many diesel trains and such a large number of diesel trucks and trailers in what is now a relatively clean, undisturbed and unpolluted residential area, in the opinion of many if not most of the Citizens of Cobb County, is a totally unacceptable and unaesthetical addition to present environmental conditions. These factors in concert with the substantial increase in noise levels, air pollution, water pollution, traffic, traffic congestion, traffic accidents and the loss of a beautiful pleasing and picturesque scenic vista, in all probably would result in a severe degradation of our living environment.

7. ENVIRONMENTAL JUSTICE

The most immediate and severely impacted citizenry group in the entire proposed project area will be the residents of Clarkdale, Georgia. Not only is the entire Community included on the National Register of Historical Sites, but the Community basically consists of Senior Citizens living on low, fixed retirement incomes. Since this Intermodial Facility should definitely be an integral part of the "Proposed Conrail Acquisition", provisions of Executive Order 12898 must be taken into full consideration to prevent a disproportionately high and adverse environmental impacts to this Citizenry group.

8. GENERAL CONCERNS

For the record, a number of the groups or individuals that have taken formal positions of opposition to NS's proposed Intermodial Rail-Yard Facility as presently planned include the following:

U. S. Senator Paul Coverdale U. S. Congressman Bob Barr Georgia Senator Steve Thompson Georgia Representative Earl Ehrhart Georgia Representative Roy Barnes Cobb County Commissioners Douglas County Commissioners Cobb Municipal Association The City of Austell The Community of Clarkdale The City of Lithia Springs The City of Powder Springs

The City of East Point Many of the Citizens of Cobb, Douglas and Paulding Counties

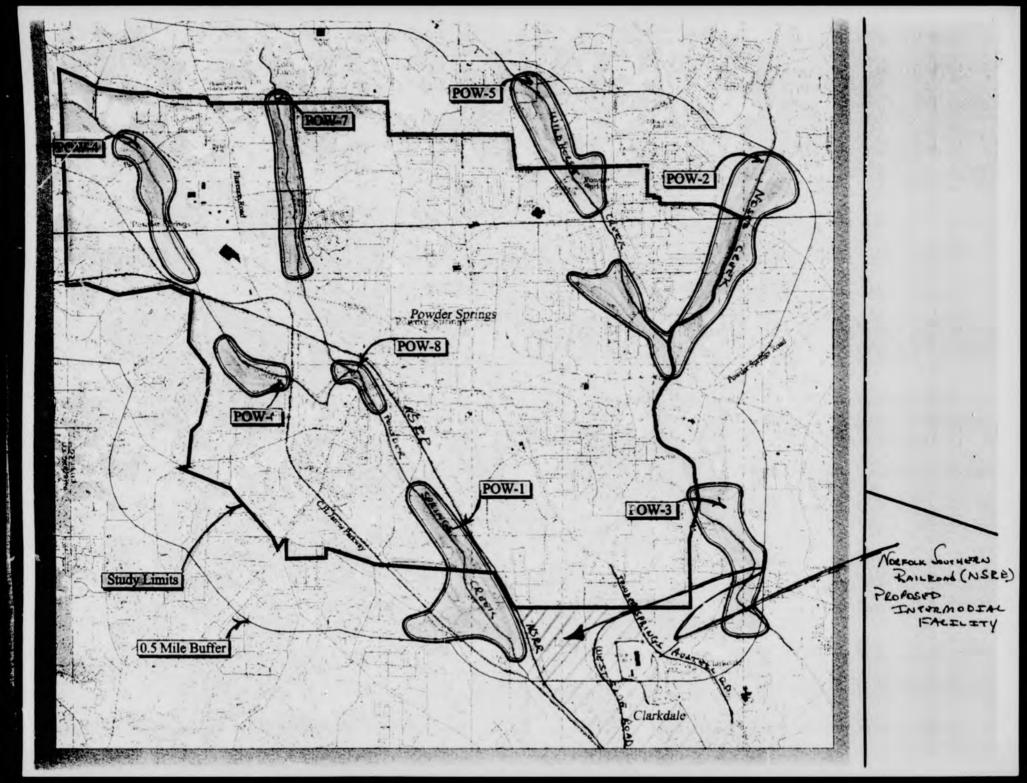
In conclusion, I am of the opinion that the proposed NS Intermodial Facility must become an integral part of the Draft EIS for the "PROPOSED CONRAIL ACQUISITION". To do less, in my professional opinion, would violate the intent of the U. S. Congress with the passage of the National Environmental Policy Act (42 U.S.C. 4321), as amended, and do a great injustice to the Citizens of Cities of Austell, Clarkdale, Lithia Springs and Powder Springs, as well as those citizens in the unincorporated portions of Cobb County and adjacent lands in Douglas and Paulding Counties.

Stacerely,

Richard T. Huber Sr. 3881 Macedonia Road Powder Springs, Georgia 30127

cc: Council of Environmental Quality U. S. Senator Paul Coverdell U. S. Congressman Newt Gingrich U. S. Congressman Bob Barr District Engineer, Savannah Corps of Engineers State Senator Steve Thompson State Representative Earl Ehrhart Cobb Co. Commissioner Woody Thompson Marietta Daily Journal

Attachment



January 21, 1998

Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, N. W Washington, D.C. 20423-0001

Subject. Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Community Notification

ENVIRONMENTA

DOCUMENT

Attn: Elaine K. Kaiser **Environmental Project Director Environmental Filing**

Good morning:

The Quick families have been life-long residents of the 3rd Street Crossing area, here in Danville. Illinois The following comments relate to the Norfolk Southern/C.S.X. acquisition and control of the Conrail Railroad.

We have seen an increase in the volume of trains at the East 3rd Street crossing. This is in addition to the switch engines with only a few cars. With the addition of trains we have seen the change from coal fired engines to diesel engines; air-horn blasting has become more frequent; and the crossing is blocked many more times.

The addition of more trains and switch engines making up longer trains going through our neighborhood, will mean that we will have additional air pollution from the fumes of the diesel engines. This is a definite health hazard especially for the elderly.

Increased trains will insure the air horns will be blasting away more frequently. Now there are times when engineers start blowing the air-horns from the Main Street crossing, across South Street and quit south of the East 3rd Street crossing, almost continuously. We must listen to all this noise inside and outside our homes twenty-four hours a day and seven days a week. This does get on a persons nerves. Therefore, increasing the train traffic will add to noise pollution.

We have a nice town and are hoping for growth, however the addition of 25 more trains will add to the blocking of streets all through Danville and will certainly hinder people from wanting to live here. Having 50 trains a day, plus switching will cut our town in half.

We agree the trains have been updated tremendously, at the price of poorer air quality, time wasted at blocked crossings, poor overpasses and underpasses, and irritation caused by more and longer air-horn (noise pollution) blasting. We ask you to consider our deep concerns which will impact our neighborhood and our town.

Respectfully.

Mr. Gene Ouicl Seve Bl

645 Highland Bouler Danville, IL 61832

Mrs. Gene (Delores) Quick mes eleland fine.

Mr. Larry Ouick

Buch

Home phone 1-217-442-7534

January 29, 1998

Surface Transportation Board Office of the Secretary Case control Unit Finance Docket No. 33388 1925 K Street N W Washington, DC 20423-0001 ENVIRONMENT DOCUMENT

To the Board:

I am writing as an interested party to submit comments on the Draft EIS in hopes that you will incorporate my concerns into any final decision or order pertaining to the proposed Conrail/CSX acquisition. I am an adjacent landowner to the Conrail owned Enola Low-Grade line in Southern Lancaster County, PA. [Dkt. No. AB-167 (Sub-No. 1095X)] This line is no longer active and it is my understanding that Conrail as part of an order from the former ICC was to retain it's interest in and take no steps to alter the historic bridges of the line until completion of the 106 historic preservation act process. It is also my understanding that this process is not complete. I am concerned that this rail line and condition may be overlooked when conveyed to CSX. My inderstanding of the Historic Preservation Act is that conveyance is an adverse impact and the 106 - mitigation process would be triggered.

This historic rail line (recognized by the Curator of Transportation History at the Smithsonian Museum as one of the most historically significant rail lines in the country) and it's beautiful stone arch bridges has been determined eligible for listing on the National Register and therefore should be included in any Environmental Impact Assessment. All decisions concerning conveyance should come under review of the National Advisory Council, with opportunity to comment from the public and interested parties to help mitigate any adverse effect the conveyance of the line to CSX may have. Please include this line in the list of assets Conrail is conveying and consider the impact on this historic line and it's bridges insuring that the condition imposed by ICC and STB remains in effect. Please order all additional protection measures possible so that this important historic national resource remains intact.

Sincerely,

Bang Ingrantin Barry Longenecker

ATTENTION: Elaine K. Kaiser Environmental Project Director Environmental Filing



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February 1, 1998

VIA HAND

Michael Dalton Surface Transportation Board Section of Environmental Analysis 1925 K Street, N.W. Washington, D.C. 20423-0001

> RE: Finance Docket No. 33388/Cleveland Noise Analysis

Dear Mr. Dalton:

Enclosed is a copy of a report entitled "Evaluation of Noise Impacts from Proposed CSX Operations in Cleveland and East Cleveland, Ohio" which CSX presented to representatives of Cleveland and East Cleveland on January 22, 1998. The report analyzes the noise impacts in Cleveland and East Cleveland using the criteria set forth in the DEIS, and proposes mitigation measures. Please let me know if you have any questions about this report.

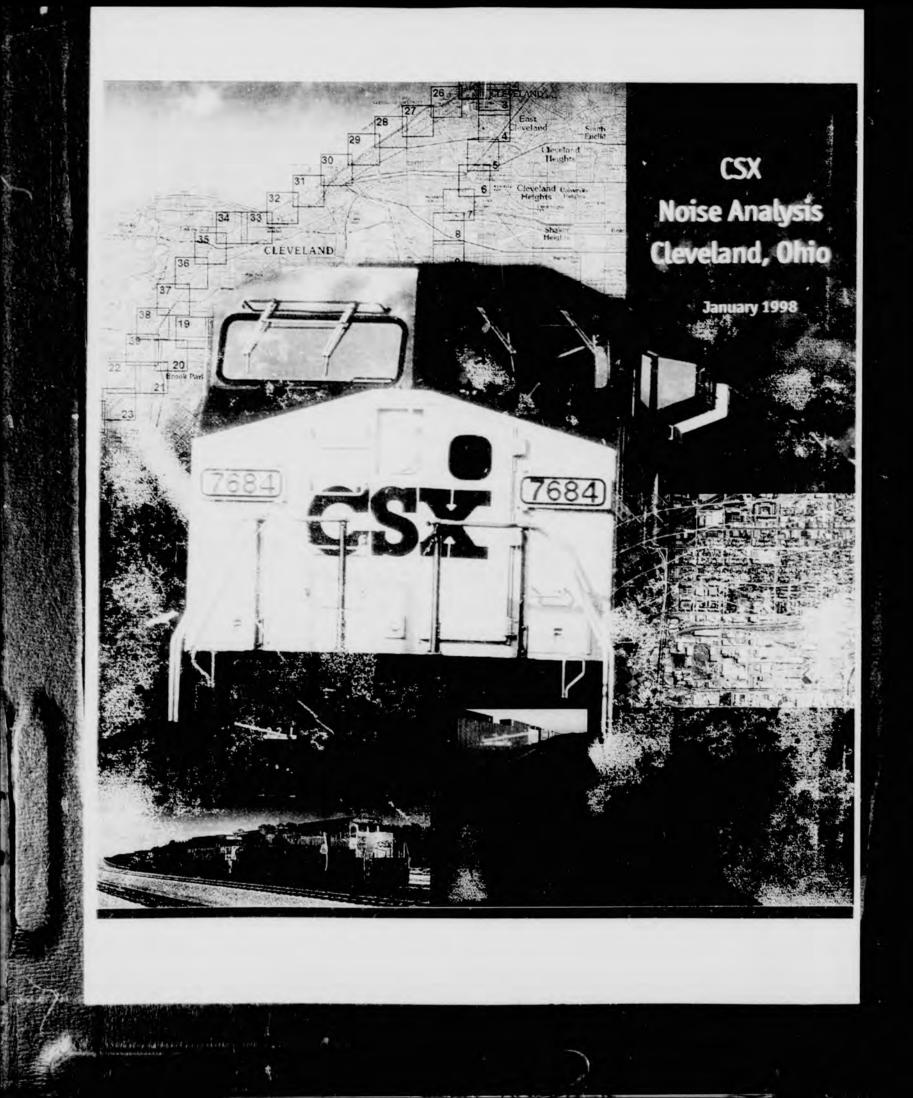
Sincerely,

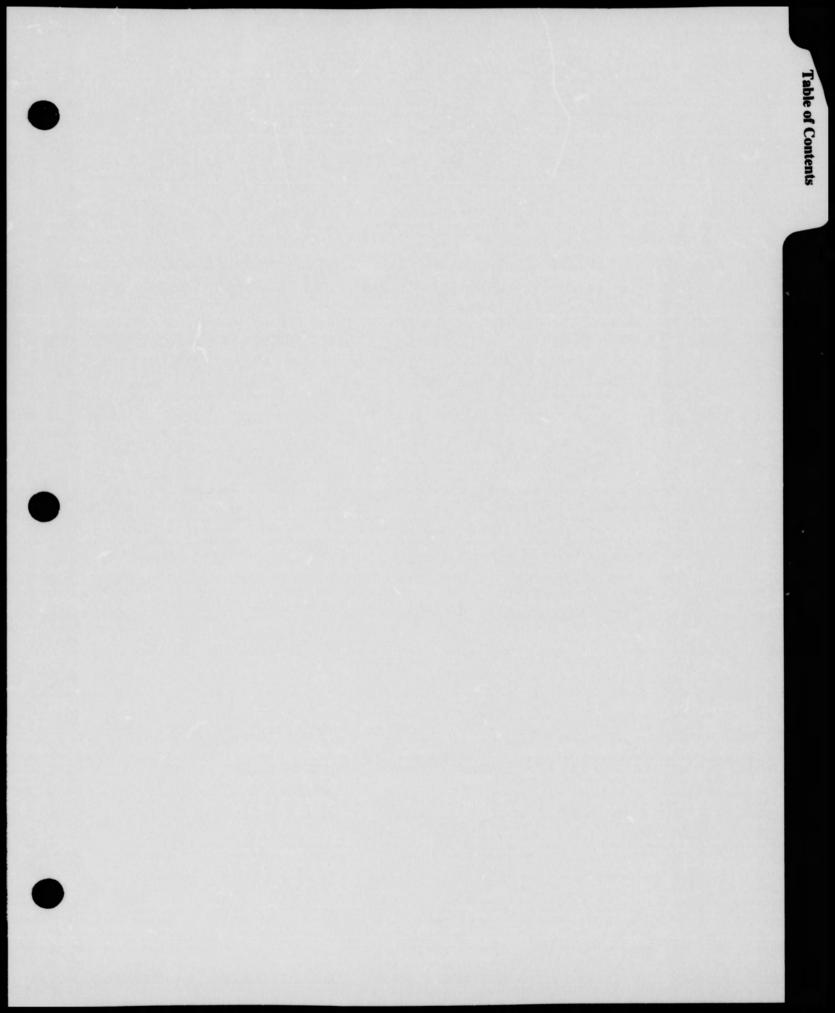
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Mary Gabrielle Sprague

Enclosure

DOCUMENT







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Noise Analysis Report

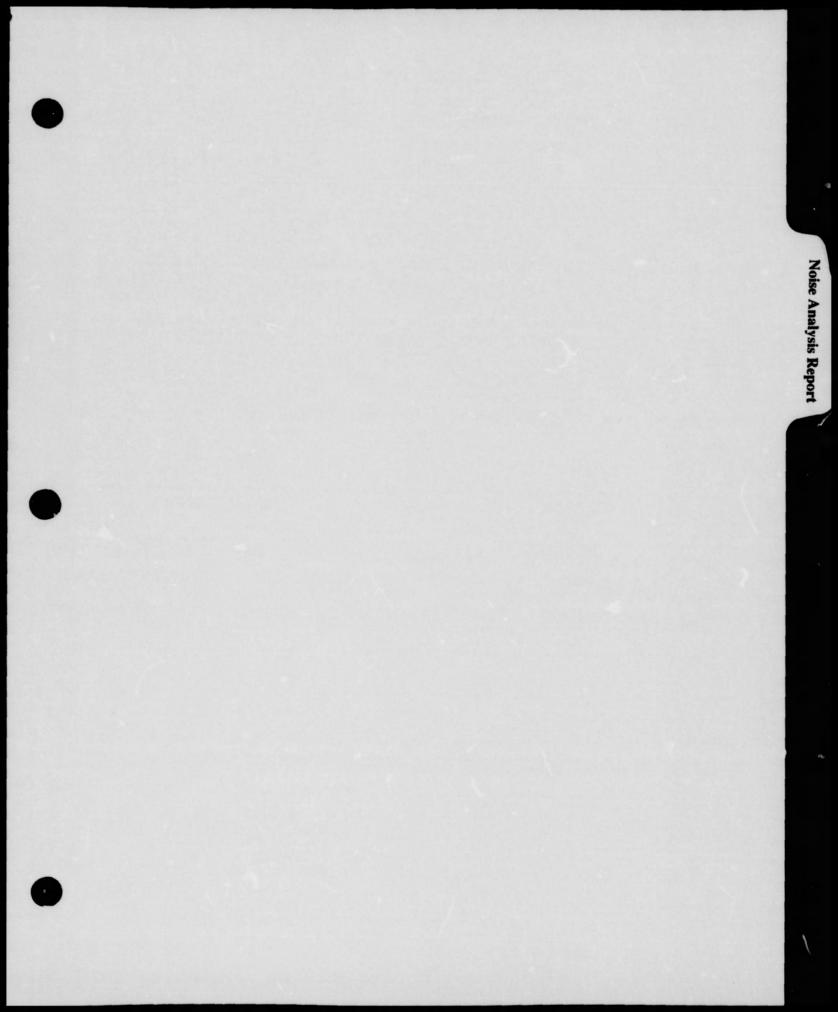
CSX Network Photo Index

CSX Short Line

CSX Lakeshore Line







EVALUATION OF NOISE IMPACTS FROM PROPOSED CSX OPERATIONS IN CLEVELAND AND EAST CLEVELAND, OHIO

prepared for:

CSX Corporation and CSX Transportation, Inc.

prepared by:

TranSystems Corporation Mark Walbrun, P.E.

January 7, 1998





1. INTRODUCTION AND SUMMARY

As a result of the proposed Transaction through which CSX and NS will acquire Conrail and allocate the use of Conrail's assets between them, a change in freight train traffic patterns is planned for the Cleveland, Ohio metropolitan area. Conrail presently utilizes two routes through Cleveland, the "Lakeshore Line" and the "Short Line." Both lines connect the Collinwood Yard on the northeast side of Cleveland with Berea to the southwest of Cleveland. The Lakeshore Line runs southwest from Collinwood Yard along Lake Erie through downtown Cleveland and on the west side of Cleveland turns south to Berea. The Short Line bypasses downtown Cleveland. It turns south just west of Collinwood Yard, runs south through the east side of Cleveland and East Cleveland, turns west in the Cuyahoga Heights area, and then turns southwest through Brook Park to Berea. Each of the lines is approximately 22 miles long. Figure 1 presents the general layout of the Lakeshore Line.

Both lines have carried substantial freight traffic since they were built. In recent years, Conrail has routed more of its traffic through Cleveland over the Lakeshore Line. CSX has been allocated the Short Line in the Transaction, and plans to shift traffic from the Lakeshore Line to the Short Line. The Short Line currently handles 3 to 17 trains per day; CSX proposes to run 44 to 47 trains per day over the line. There will be a corresponding decrease in traffic on the Lakeshore Line.

The Short Line was designed for high-volume freight traffic. Most significantly, there are no at-grade crossings on the Short Line anywhere in Cleveland or East Cleveland. The line is entirely grade separated, in some places running on an elevated track and in other places running through cuts below grade. Moreover, CSX is undertaking improvements on the Short Line. CSX is restoring double track where possible, is replacing all the jointed track with continuous welded rail, and is upgrading the signalling systems.

Concerns have been expressed by the City of Cleveland about noise impacts along the Short Line from Collinwood Yard south to Broadway. In addition, in its Draft Environmental Impact Statement (DEIS) on the Proposed Conrail Acquisition, issued on December 12, 1997, the Section of Environmental Analysis (SEA) of the Surface Transportation Board (STB) directed CSX to evaluate noise impacts and potential options for mitigation of noise impacts on the Quaker (the name of the control tower just west of Collinwood Yard) to Mayfield and Mayfield to Marcy (Marcy Yard near Mill Creek) line segments of the Short Line. DEIS, Vol. 3B, Page OH-74 to 75.

As explained in this report, the rerouting of traffic from the Lakeshore Line to the Short Line will not result in a net increase of noise impacts to residents of the City of Cleveland, even without the mitigation measures on the Short Line proposed in this report. Both the Lakeshore Line and Short Line pass through a mix of industrial, commercial and residential areas. Although the residents along the Short Line will experience increased noise levels, the residents along the Lakeshore Line will experience decreased noise levels. TranSystems has identified a number of areas along the Short Line in Cleveland and East Cleveland where it appears that the noise impacts from increased train traffic warrant mitigation under the criteria of the DEIS. TranSystems proposes as mitigation low noise walls or berms to shield and deflect the wheel/rail interaction noise. TranSystems proposes that about three miles of low noise walls or berms be constructed along certain sections of the Short Line from St. Clair Avenue on the north to Buckeye Road on the south where residences are in close proximity to the rail line. The replacement of the jointed track with continuous welded rail will also reduce wheel/rail interaction noise. This proposed mitigation is expected to reduce the time receptors along the Short Line are exposed to noise above 65dBA to a time period below that currently experienced.

TranSystems also proposes that the sections of the Short Line where low noise walls or berms would be constructed would also be landscaped (and proposes landscaping in one additional area where noise walls or berms could not be constructed). Although the landscaping would not provide a significant degree of acoustical shielding, it would provide an attractive visual barrier which would improve the appearance of the residential areas along the Short Line and increase property values.

This report is intended to provide relevant information and preliminary recommendations relating to noise impacts and mitigation along the Short Line in Cleveland and East Cleveland. It is anticipated that final decisions both as to the location of noise mitigation measures and the nature of those measures would be made after consultation with representatives of Cleveland and East Cleveland.

2. REGULATORY FRAMEWORK

The Transaction requires the approval of the STB. The Applicants in Finance Docket No. 33388 (CSX, NS and Conrail) filed a Railroad Control Application (Application) with the STB on June 23, 1997, including an Environmental Report (Vol. 6). In accordance with STB regulations (49 CFR 1105.7(e)(6)), the Environmental Report included an assessment of noise impacts from increased freight traffic, including along the Short Line (Vol. 6B at 413-415). This assessment was based on a model of noise impacts. See Application, Vol. 6A, App. B at 198-237. In brief, where the model predicted an increase greater than 2 dBA L_{dn} (as explained below) as a result of the Transaction, the number of sensitive receptors that would experience noise levels above 65 dBA L_{dn} were quantified. While this assessment methodology provides an effective tool for a preliminary screening of potential noise impacts, the model does not fully account for important local factors, such as (1) shielding of sensitive receptors (residences, schools, churches and hospitals) from the railroad noise source by topography or structures and (2) the effect of other noise sources.

In preparing the DEIS, the SEA checked and verified the analysis of noise impacts presented in Applicants' Environmental Report. See the discussion of noise methodology and mitigation strategies in the DEIS, Vol. 1 at 3-30 to 3-37, and Vol. 5A, Appendix F. As explained below, SEA's analysis of the noise impacts along the Quaker to Mayfield and Mayfield to Marcy line segments was consistent with that of the Applicants. DEIS,

Vol. 3B at OH-70 to OH-75. The SEA's analysis similarly is a preliminary screening analysis, subject to the same limitations noted above.

The SEA did not conclude in the DEIS that mitigation for noise impacts was warranted for all the sensitive receptors counted during the screening phase (that is, those receptors experiencing an increase greater than 2 dBA L_{dn} and a noise level above 65 dBA L_{dn}). Instead, the SEA concluded that mitigation may be warranted for those receptors experiencing an increase in wayside noise (noise from wheel/rail interaction and locomotive engines, but not horns) of at least 5 dBA L_{dn} and a noise level above 70 dBA L_{dn} . DEIS, Vol. 1 at 3-35. Based on the information available to it, the SEA concluded that noise mitigation may be warranted for certain receptors on the Quaker to Mayfield and Mayfield to Marcy line segments of the Short Line in Cleveland and East Cleveland. DEIS, Vol. 3B at OH-74 to OH-75. These segments are analyzed in this report.

3. NOISE PERCEPTIONS

Sound is caused by the vibration of air molecules and is measured on a logarithmic scale with units of decibels (dB). It ranges from 0 dB, the thre do f hearing, to over 130 dB, the threshold of pain. See Brüel & Kjaer. Measuring Sound, at 7 (1984) Figure 2 presents the decibel scale and the relative sound levels of different environments.

Sound is composed of various frequencies. The human ear only responds to a frequency range of 20 hertz to 20,000 hertz. Bruel & Kjaer at 4.. To accurately measure sound within the range of frequencies detected by the human ear, frequencies outside the response range must be filtered out. It has been found that the A-scale weighting on a sound meter best approximates the frequency response of the human ear. United States Department of Transportation (USDOT), Highway Traffic Noise Analysis and Abatement, Policy and Guidance, at 4 (1995). Sound levels reported using the A-weighted scale are referenced with units of dBA.

The logarithmic scale does not allow for direct addition of noise levels. For example, two trucks producing 90 dB each do not have a combined noise level of 180 dB but will combine to produce an increase of 3 dB for a combined noise level of 93 dB. In other words, a doubling of the noise source produces only a 3 dB increase in the noise level. Studies show that an increase in 3 dB is barely detectable by the human ear. USDOT (1995) at 4. The following table indicates the perceived loudness for various changes in sound levels:

Sound Level Change	Relative Loudness
+ 3 dBA	Barely perceptible change
+ 5 dBA	Readily perceptible change
+ 10 dBA	Twice as loud

Noise effects caused by railroad operations are fundamentally different from noise effects caused by highways. Highway noise, where traffic is continuous, is relatively constant with occasional peaks caused by large trucks. Railroad noise is markedly discontinuous, with large peaks caused by passing locomotives occurring in a very short period followed by wheel and track noise for the length of time it takes the train to pass a given position. Background sound level follow this intermittent noise until the next train passes.

4. NOISE MEASUREMENT PARAMETERS

Noise measurements are reported by several different parameters. Instantaneous noise levels are reported as the sound pressure level (SPL). A maximum noise level is the highest sound pressure level measured during a designated time period. Maximum noise levels will only increase when acoustical energy is added, such as having two trains present at the same time (which will increase the sound level by 3 dB). Thus, the maximum noise levels along the Short Line will not increase due to an increase in the number of trains traversing the Short Line.

Due to the fluctuations in sound pressure levels with time, the equivalent sound level (L_{eq}) is used to report noise. The equivalent sound level is the steady-state, A-weighted sound level which contains the same amount of acoustical energy as the actual time-varying. A-weighted sound level over a specified period of time. USDOT (1995) at 4. The equivalent sound level is typically less than the maximum sound level as the equivalent sound level accounts for the periods during which only background noise is present. Equivalent noise levels will increase as the number of trains traversing the Short Line increase because the amount of acoustical energy produced during the designated time period will increase.

The L_{dn} parameter used by the STB is the day-night noise level averaged (on a sound energy basis) over a 24-hour period. Nighttime noise levels (10 p.m. to 7 a.m.) are penalized by adding a 10 dB correction penalty for the noise generated. USDOT. <u>Highway Noise Fundamentals</u>, at 75 (1980). The L_{dn} is equivalent to the L_{eq} with the exception of the 10 dB penalty for nighttime noise.

5. MODEL METHODOLOGY

The model used in the Environmental Report and DEIS for predicting the increase in rail traffic noise along the Short Line determines the distance from the railroad tracks to the 65 dBA L_{dn} contour. The model uses a reference noise level for a single train and then determines the distance to the 65 dBA L_{dn} contour based upon the average daily traffic volume. The model uses a higher reference noise level for areas near at-grade crossings due to the additional noise generated by the warning devices used by the train engineer (train horns). However, because there are no at-grade crossings on the Short Line in Cleveland and East Cleveland, horn noise need not be considered in this report. Both the

pre-acquisition train volumes and post-acquisition train volumes were modeled. The daytime and nighttime (10 p.m. to 7 a.m.) train volumes were modeled with equal hourly train traffic volumes.

The model only accounts for shielding of second row residences by structures located adjacent to the railroad tracks. Noise receptors located in rows beyond the second row were not afforded the additional noise reduction which would be afforded by structures beyond the first row of structures. The effects of topography on noise levels were not determined using the model.

Noise levels from the existing NS lines and RTA lines were not considered as part of the model. These train lines utilize the same corridor as the Short Line from Superior Avenue in East Cleveland to the Short Line crossing of Fairhill Road on the west side of Cleveland Heights. Both the pre- and post- acquisition noise levels would be higher if the NS and RTA train traffic were input into the model. However, the increase in noise generated from the additional CSX train traffic would be expected to be lower if the noise generated from the existing NS and RTA traffic were included.

6. MODELING RESULTS

The modeling results are presented in the Environmental Report and DEIS prepared for this project. The results are predicted on a segment basis. They are summarized in the table below:

Line Segment		Pre-Acquisit	lion	Post-Acquisition				
	Number Trains per day	Distance to 65 dBA L _{dn}	Sensitive Receptors	Number Trains per day	Distance to 65 dBA L _{dn}	Sensitive Receptors	L _{in} Increase	
Quaker to Mayfield	6.8	140	169	43.8	450	423	8.1 dBA	
Mayfield to Marcy	3.4	100	98	43.8	450	317	11.1 dBA	

Modeling Results of 65 dBA Ldn Noise Contour

The sensitive receptor areas identified during the assessment phase are marked on the attached aerial photographs as areas 1 through 11.



7. COLLECTION OF SITE-SPECIFIC INFORMATION

Site visits and field measurements were used to develop site-specific information to evaluate specific areas along the Short Line. Site-specific factors such as shielding from structures other than those adjacent to the tracks, topography and background noise were used to modify the model output.

The first site visit on November 21, 1997 included a rail trip along the Short Line. The locations of the sensitive receptors identified during the assessment phase were visited to obtain pertinent information. Locations for field noise measurements were identified.

Field noise measurements were taken on December 4 and 5, 1997 in the areas marked 1, 4 and 5 on the attached aerial photographs. The object of the noise measurements was to determine actual noise levels and how the levels are affected by site conditions. The three areas where measurements were taken were considered representative sites for evaluating shielding effects and background noise contributions.

Two noise meters were used for the measurements, each measuring the same event at different locations. The events monitored included a Conrail train passing by and background (no Conrail train passing by). Only one train was monitored at each location. The tables and figures prepared from the data collected are provided in the attachments.

The meters used included the Brüel & Kjaer 2236 (Meter No. 1) with auto-logging capabilities and a CEL 281 (Meter No. 2), which did not have auto-logging capabilities. The graphs provided in the attachments were generated by data collected from the Brüel & Kjaer 2236 meter. The data recorded from both meters are compared in Figure 3 in the attachments. It should be noted that the field measurements are only used in this analysis in a qualitative manner. They provided information to assist the determination whether the noise levels predicted by the model should be adjusted in specific areas. Each measurement was collected for a single train event and are not 24-hour time-sampled events. The measured events varied from the reference train noise event used in the model as the train speed, train length, monitoring distances from the track and weather conditions are all variable.

The information obtained from the field measurements in Areas 1, 4 and 5 is explained below:

<u>Area 1</u>. Area 1 is located immediately south of the Collinwood Yard on the east side of the Short Line between Coit Road and St. Clair Avenue. It is typical of the high embankment sections of the Short Line and was selected to perform field measurements to modify the model output and to determine the effects of shielding by industrial buildings. A row of light industrial buildings located along the railroad right-of-way (west side of E. 134th Street) provides shielding for the sensitive receptors (residences) on the east side of E. 134th Street. The residences are approximately 250 feet from the railroad tracks. Although the tracks are elevated, the row of industrial buildings breaks the line of sight for all but the tops of the double stack freight cars and the locomotives. Meter No. 1 was

located near a residence about 250 feet from the railroad tracks in a shielded area and Meter No. 2 was located at the same distance in an unshielded area. The following results were obtained:

	Meter No. 1 250 feet shielded	Meter No. 2 250 feet unshielded		
Background	61.2 dBA Leq	57.2 dBA L _{eq}		
Train Passing	65.8 dBA Leq	57.6 dBA Leq		

These measurements indicate that background noise (vehicular traffic) dominates the noise levels in this area. The maximum noise levels at both meter ere similar and were driven by the vehicular traffic noise. Figures 4 and 5 graphically present the noise levels measured at Meter No. 1 for the background and train passing scenarios. The noise levels were higher at the shielded location, both for background and for the train-passing event, indicating that vehicular noise reflects off the industrial buildings and makes a greater contribution to noise levels than the train traffic in this area. The slight increase over background at the unshielded meter when the train passed (only 0.4 dBA L_{eq}) also indicated that at 250 feet, the noise impact from the train is significantly reduced.

<u>Area 4.</u> Area 4 is located on the west side of the Short Line from just south of Hayden Road (south of Pattison Park) to E. 122nd Street. The railroad right-of-way in this area is shared by CSX. NS and the RTA. This area is residential with streets aligned perpendicular to the railroad tracks. There are seven viaducts in this area where streets cross under the tracks. The track is elevated to approximately the second-story level, which is typical of the elevated sections of the Short Line. Field measurements were collected in Area 4 to determine the magnitude of shielding afforded where the streets are perpendicular (rather than parallel) to the railroad tracks. Meter No. 1 was placed 110 feet from a viaduct and Meter No. 2 was placed 210 feet from the viaduct. Figures 6 and 7 graphically present the noise levels measured at Meter No. 1 for the background and train passing scenarios.

As in Area 1, beyond the first or second row of structures, background noise sources dominate the noise levels; the maximum noise levels were higher for the background scenario at both meters and were caused by passing vehicular traffic, as shown on the attached output graphs for Area 4. A substantial level of the background noise is generated by the vehicular traffic with additional contributions from the NS and RTA train traffic.



The following measurements of Leq were obtained:

	Meter No. 1 110 feet	Meter No. 2 210 feet		
Background	59.6 dBA L _{eq}	58.5 dBA Leq		
Train Passing	67.5 dBA Leq	54.4 dBA Leq		

The 13.1 dBA reduction from Meter No. 1 to Meter No. 2 during the train-passing event indicates that the rows of houses perpendicular to the railroad tracks provide some shielding.

<u>Area 5.</u> Area 5 is located on the west side of the Short Line between Fairhill Road and Norman. The railroad right-of-way in this area is shared by CSX, NS and the RTA. The Conrail tracks to be allocated to CSX are on the west side of the right-of-way. The Conrail line is at grade at the north end of this area, but becomes elevated as it crosses over the NS and RTA lines farther south. The NS track is in the middle of the right-ofway in a cut, and the RTA tracks are on the east side at grade level. Field measurements were taken in this area to determine the background noise levels caused by the NS and RTA operations. Meter No. 1 was located 63 feet from the Conrail track and Meter No. 2 was located 180 feet from the tracks behind one row of houses. Figure 8 graphically presents the background noise measured at Meter No. 1. A full train was not monitored in Area 5, but three locomotives passed the meters.

The following measurements of maximum noise levels were obtained:1

	Meter No. 1 63 feet	Meter No. 2 180 feet		
Background	78.9 dBA Max.	73.6 dBA Max.		
Train Passing	73.9 dBA Max.	59.6 dBA Max.		

Similar to Areas 1 and 4, background noise (the RTA and vehicular traffic) contributes significantly to noise levels in this area. At Meter No. 1, the RTA dominated with a maximum noise level of 78.9 dBA compared to 73.9 for the freight locomotives. At Meter No. 2, vehicular traffic dominated with a maximum noise level of 73.6 dBA

Maximum noise measurements and background Lee only available at this location.

compared to 59.6 dBA for the locomotives. The 14.3 dBA reduction in maximum noise levels from Meter No. 1 to Meter No. 2 during the locomotive-passing event indicates that the distance nd shielding by the row of houses significantly reduce the noise from the freight traffic.

Generally, the field measurements indicate that shielding and distance provide perceivable noise reductions. The measurements also indicate that other noise sources contribute noise levels that in some areas become the dominant noise source. In addition, because these other noise sources are much more continuous than the freight trains (less than two per hour proposed after the Transaction), the other noise sources will continue to be a significant component of the L_{dn} as well.

8. POTENTIAL NOISE MITIGATION OPTIONS

The SEA identified a range of noise mitigation options in the DEIS. Vol. 1, Table 3-4 at page 3-37; Vol. 5A, Appendix F at F-9 to F-21. The first six options listed in Table 3-4 relate solely to horn noise, which is not at issue here. The remaining five options are: wheel/rail maintenance, continuous welded rail, noise barriers, building sound insulation, and land use provisions.

<u>Wheel/Rail Maintenance</u>. With respect to wheel/rail maintenance, CSX will continue to perform appropriate maintenance as it does today. This is an important practice, but will not produce any incremental decrease in Short Line noise impacts as Conrail likely also performs appropriate maintenance with respect to operations over the Short Line.²

<u>Continuous Welded Rail.</u> CSX will replace jointed track on the Short Line with continuous welded rail (CWR). This improvement will reduce noise impacts as well as reduce maintenance costs. The "clickety-clack" noise from trains is due to the joints between the consecutive rail sections. Replacement of jointed rail with CWR generally decreases wheel/rail noise by approximately 5 decibels. <u>See</u> DEIS, Vol. 5A at F-16. This improvement alone will mitigate much of the noise impact from the additional trains running over the Short Line.

<u>Noise Barriers</u>. Noise barriers work by changing the noise path, essentially the line-of-sight, between the source and the receptor. Noise barriers are commonly used for the mitigation of noise impacts. Construction materials include concrete, masonry, wood, steel and earth berms. According to the SEA, barriers are very effective at shielding wheel/rail noise, the typical noise reduction ranging from 5 to 15 decibels. DEIS, Vol. 5A at F-18.

Typically, construction of noise barriers is feasible in areas with densely populated sensitive receptors where a long and uninterrupted noise barrier can be constructed. Noise

² It should also be noted in this regard that noise from locomotives will decrease as a newer generation of quieter locomotives is phased in to the CSX fleet. This will result in a reduction in noise levels on the Short Line and elsewhere on the CSX system over the next decade and thereafter.

barriers (whether walls or berms) in such areas provide a substantial reduction in noise levels and can be cost-effective. The SEA considers "noise barriers to be the most appropriate mitigation measure when a large number of affected dwellings are close together along high-speed segments of the rail lines where wheel/rail noise is predominant." DEIS, Vol. 5A at F-19. Certain sections of the Short Line meet these criteria.

The noise generated by locomotives includes both wheel/rail noise and exhaust noise. Locomotive exhaust ports are typically 14 to 16 feet high, requiring a wall of considerable height to effectively mitigate exhaust noise. However, the locomotive noise is short-lived compared to the wheel/rail noise generated by the railcars. Short walls designed to mitigate the wheel/rail noise would be less obtrusive yet would reduce the time-dominating noise generated by the railcars.

Although high noise walls are commonly utilized in highway expansion projects, they have severe limitations in the railroad environment and have not commonly been used along railroad rights-of way, for the following reasons:

- High parallel walls constructed on both sides of the railroad track will potentially reduce the effectiveness of the noise mitigation due to reflected noise. Parallel walls produce a canyon effect where noise is reflected off the opposite wall and consequently reduce the noise reduction obtained by the wall located between the noise source and the receptor. The limited space available within the standard railroad right-of-way limits the space between walls to 30 to 50 feet. Typically, 200 feet between parallel walls is required before the canyon effect is inconsequential.
- High noise walls affect the visual quality of an area. Negative reactions to noise walls include a restriction of view, a feeling of confinement, a loss of air circulation, and a loss of sunlight. These adverse effects would be accentuated by constructing a high noise wall on the elevated Short Line. Graffiti on noise walls can also be a potential problem.
- High noise walls can interfere with sight lines for railroad signalling systems, and impair access for track maintenance, snow removal, and emergency response.
- There would be significant engineering problems in constructing high noise walls both on the elevated sections of the Short Line and the cut sections. High noise wall construction on existing bridges will affect the structural integrity of the bridges. They would be

very disruptive to the neighborhood to build and would likely require frequent maintenance.

 Properly designed noise walls are effective for reducing noise when located between the receptor and noise source. Noise walls, however, also reflect noise generated back to the receptor when the noise source is located on the same side of the wall. In some cases, the noise may be perceived as being louder when compared to noise levels before the noise wall was installed. This would become an important consideration where noise from automobile traffic, industry or the RTA is significant in the receptor area.

Accordingly, high noise barriers are not a feasible mitigation option along the Short Line.

Low noise barriers are proposed to shield wheel/rail noise. A noise barrier of 2-3 feet in height is usually adequate to break the line of sight and would provide some reduction in wheel/rail noise. A low noise barrier would not, however, be an effective shield to locomotive noise. Two construction alternatives are recommended: (1) a low noise wall (approximately 2-3 feet high depending upon track elevation) constructed of vertical I-beams spaced at 9-foot intervals and connected by a wall of landscape-quality railroad ties, and (2) a low earthen berm (approximately 2-3 feet high depending upon track elevation).

TranSystems prefers berms to noise walls in most situations because they can be landscaped and are generally more effective at reducing noise. The landscaping provides a visual barrier and is aesthetically pleasing. In some areas, landscaping would also be appropriate on the embankment of the Short Line, not just on the berm itself. The landscaping would also mitigate any decrease in property values along the railroad tracks caused by increased noise. It is generally believed that this type of landscaping can increase property values of adjacent properties by as much as 15%, more than offsetting any reduction in property values caused by the additional noise from increased train traffic.

Building Sound Insulation. Building sound insulation reduces noise levels inside buildings. but does not reduce noise levels outside. In addition, building sound insulation is only effective when doors and windows are closed. Retrofitting existing dwellings with sound insulation is also disruptive to the residents. TranSystems therefore concurs with the conclusion of SEA in the DEIS that building sound insulation is not a preferred mitigation strategy for wayside noise. DEIS, Vol. 1 at 3-34.

Land Use Provisions. The Short Line was constructed in the early part of the twentieth century. The presence of the railroad tracks influenced the development of land use along the Short Line. It thus does not appear that altering the present land use is an appropriate response to resumption of higher traffic levels on the Short Line.

9. NOISE IMPACTS AND PROPOSED MITIGATION BASED ON SITE-SPECIFIC INFORMATION

The information obtained during the field visits was used to modify the model output for each of the eleven impact areas identified on the aerial photographs. The locations of sensitive receptors have been shaded blue (residential areas) and red (other sensitive receptor locations) on the aerial photographs. The modified 65 dBA L_{dn} contour is marked on the aerial photographs as the green line. The estimated 70 dBA L_{dn} contour line is the dashed yellow line.

The 65dBA L_{dn} line was first plotted based on the screening model output stated in Table 1. That line was then modified to account for shielding effects from structures beyond the first row along the tracks. The rule applied by TranSystems is that there is an incremental 1.5 dBA decrease due to shielding for every row of structures beyond the first row. See USDOT (1995) at 33-34. SEA concluded in the DEIS that "acoustical shielding provided by the first row of receptors is usually sufficient to keep noise exposure below L_{dn} 65 at residences that are farther away." DEIS, Vol. 5A at F-2 to F-3.

In addition, the 65 dBA L_{dn} line was modified to account for the effect of topography. In the sections of the Short Line where the tracks are below grade in a cut, the walls of the cut serve as natural barriers to train noise, such that the 65 dBA L_{dn} contour comes closer to the railroad tracks. Thus, the modified 65 dBA L_{dn} contour line shown on the aerial photographs is closer to the railroad tracks than the distances stated in Table 1, and there are fewer sensitive receptors within the modified 65 dBA L_{dn} contour line than stated in Table 1.

The 70 dBA L_{dn} contour line (the dashed yellow line) was plotted halfway between the modified 65 dBA L_{dn} contour line and the CSX tracks, based upon the reasonable assumption that there will be a 5 dBA increase halfway between the 65 dBA L_{dn} contour and the railroad tracks (the noise source) location.

The number of sensitive receptors within the 70 dBA L_{dn} contour line has been estimated based on the aerial photographs. Mitigation measures are then evaluated for all areas where there are sensitive receptors within the 70 dBA L_{dn} contour line. The determination whether mitigation would be effective in reducing noise levels, cost effective, and feasible from an engineering perspective is based upon the number and location of receptors. topography, physical constraints and other site-specific factors as appropriate.

The following is a discussion of each of the eleven areas within the Cleveland and East Cleveland area where the screening model indicated that sensitive receptors would be located within the 65 dBA L_{dn} contour line.

Area 1 - Cleveland

Area 1 is located immediately south of the Collinwood Yard on the east side of the Short Line between Coit Road and St. Clair Avenue. It is described above in Section 7, as it is a location where field measurements were taken. Based on these field measurements and site-specific considerations of shielding and other noise sources, it does not appear that there are any sensitive receptors within the 70 dBA L_{dn} contour line. Thus, no mitigation is proposed for this area.

Area 2 - East Cleveland

Area 2 is located on the east side of the Short Line between St. Clair Avenue and Eddy Road, where the RTA meets the Short Line. The tracks are elevated in this area. Background noise levels are expected to be similar to those in Area 1. There are residences abutting the railroad right-of-way. These residences provide shielding for the residences to the east, but are not themselves shielded from train noise. It appears that the first row of residences (about 80 residences) along the Short Line in Area 2 meets the SEA's criteria for mitigation. A noise barrier would be effective in this area. A noise berm and landscaping are proposed for this area, as illustrated on Drawing A. The berm and landscaped area would be about 6,100 feet long.

Area 3 - Cleveland

Area 3 is located on the west side of the Short Line between Shaw Avenue and Eddy Road. T¹ is area is similar to Area 2 with residences along the right-of-way. The front-row receptors (about 90 residences) would meet the SEA's criteria for mitigation. Subsequent rows of houses are shielded, and are anticipated to remain below 70 dBA L_{dn} . A noise barrier would be effective in this area. A noise berm and landscaping are proposed for this area, as illustrated on Drawing B. The berm and landscaped area would be about 4,200 feet long.

Area 4 - East Cleveland

Area 4 is located on the west side of the Short Line from just south of Hayden Road to E. 122nd Street. It is described above in Section 7, as it is a location where field measurements were taken. Area 4 is residential, with streets aligned perpendicular to the railroad tracks. A substantial level of background noise is generated by vehicular traffic with contributions from both the NS and RTA train traffic. The noise measurements indicate that the RTA contributes maximum noise levels in this area comparable to freight trains; it runs more trains than CSX will run, although they are shorter. It appears that the first two to three houses perpendicular to the right-of-way (about 40 residences) would meet the SEA's criteria for mitigation. A noise barrier would be effective in this area. A low noise wall and landscaping are proposed for this area, as illustrated on Drawing C. The wall and landscaped area would be about 4,000 feet long.

Area 5 - Cleveland

Area 5 is located on the west side of the Short Line between Fairhill Road and Norman. It is also described above in Section 7, as it is a location where field measurements were taken. As in Area 4, a substantial level of background noise is generated by the RTA line and vehicular traffic. Immediately adjacent to the railroad tracks are a maintenance road, a power line utility corridor, and an abandoned street. A limited number of residences (about 10) are adjacent to the railroad right-of-way, which is about 1,500 feet long in this area. It appears that these residences are within the 70 dBA L_{dn} contour line. The remaining residences in the vicinity are either sufficiently shielded or located far enough away from the railroad tracks to be outside that contour line. The proximity of the power line utility corridor and the maintenance road prevent the construction of a noise barrier in this area. Landscaping is a feasible alternative. Although landscaping will not reduce the noise impacts, it will provide a visual barrier and an aesthetic improvement to the neighborhood.

Area 6 - Cleveland

Area 6 is located on the east side of the Short Line between Woodland Avenue and Buckeye Road. The area immediately north of Area 6 is an industrial area, which contributes noise to the background levels. The perpendicular alignment is similar to Area 4, where field measurements indicated that shielding is afforded to subsequent rows of houses. Area 6 is different from Area 4, however, in that the first row of houses is not immediately adjacent to the railroad right-of-way.

It appears that those residential receptors in close proximity to the Short Line (the first row includes about 15 residences) will experience noise levels above the SEA mitigation criteria. A noise barrier would be effective in this area. A noise berm and landscaping are proposed for this area. The berm and landscaped area would be about 1,700 feet long.

Area 7 - Cleveland

Area 7 is located on the east side of the Short Line between Buckeye Road and Sophia. Streets in this area are aligned both perpendicular and parallel to the rail line. The rail is elevated in this area. The RTA crosses over the Short Line within this area just south of Buckeye Road, contributing to background noise levels that approach those levels produced by the Short Line. Only about five residences in this area are close enough to the railroad tracks to be within the 70 dBA L_{dn} contour line. These residences are distributed over a distance of about 2,300 feet. It is not reasonable to build noise barriers for sound reduction when the sensitive receptors are located so far apart. In Areas 2 and 3, for example, an average of about 62 linear feet of sound barrier would be constructed for each residence, as opposed to about 460 feet in Area 7. Accordingly, mitigation is not proposed in Area 7.

Area 8 - Cleveland

Area 8 is located on the west side of the Short Line between Kennedy and Yeakel. Like Area 6, background noise in Area 8 is contributed by an industrial area to the north as well as vehicular traffic. It appears that there are only two residences within the 70 dBA L_{dn} contour along a 1,200 feet length of track in this area. That means that 600 feet of barrier and/or landscaping would have to be installed for each residence. Accordingly, mitigation is not proposed in Area 8.

Area 9 - Cleveland

Area 9 is located on the west side of the Short Line just south of Holton. This residential area is bordered on the north by an RTA line that crosses over the Short Line, on the south by an industrial area, and on the west by another freight line. These other sources generate noise that may approach the levels to be generated on the Short Line. There are a limited number of residences along the Short Line right-of-way. These structures provide some shielding to subsequent rows of residences. It appears that there are only four receptors located along a 1,200 foot section in Area 9 that will experience noise levels above the SEA's criteria for mitigation. That means that 300 feet of barrier and/or landscaping would have to be installed for each residence. Accordingly, mitigation is not proposed in Area 9.

Area 10 - Cleveland

Area 10 is located on the southeast side of the Short Line near where Mill Creek crosses the Short Line. The rail line in this area is in a cut. The cut lowers the time-dominating wheel/rail noise below the line-of-sight for the receptors in this area. The residences are estimated to be a minimum of 200 feet away from the tracks. The combination of the topography, distance from the railroad tracks and the available shielding reduce the noise levels experienced by the sensitive receptors in this area to a level below the SEA threshold for mitigation.

Area 11 - Cleveland

Area 11 is located on the northeast side of the Short Line south of the Mill Creek crossing. As in Area 10, the rail line is in a cut here. The cut lowers the time-dominating wheel/rail noise below the line-of-sight for most of the receptors in this area. Directly across the rail line is an industrial area which may contribute to the background noise levels. Four receptors in Area 11 are located so close to the top of the walls of the cut that they do not benefit from the lowered tracks or other shielding and likely come within the 70 dBA L_{dn} contour line. However, the residences are located so close to the top of the top of the cut that noise mitigation, whether barriers or landscaping, cannot be implemented.



10. BENEFITS TO LAKESHORE LINE

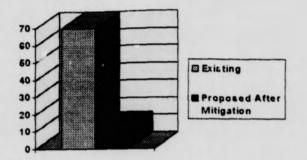
Pursuant to the CSX Operating Plan, a significant amount of train traffic will be rerouted from the Lakeshore Line to the Short Line. This evaluation of noise impacts in Cleveland and East Cleveland has so far included only noise impacts from increased traffic on the Short Line. In order to understand the effects of rerouting train traffic from the Lakeshore Line to the Short Line, however, one must account for the benefits to residents along the Lakeshore Line who will experience decreased noise levels. Both the Lakeshore Line and the Short Line pass through a mix of industrial, commercial and residential areas. One useful comparison of relative noise impacts on the two lines is the number of linear feet of residential areas along each route. Based on analysis of the attached aerial photographs. the linear feet of residential areas along the Lakeshore Line and Short Line in Cleveland and East Cleveland are roughly equivalent (three to four miles in each case). When one considers only the City of Cleveland, the Lakeshore Line traverses a greater length of residential areas than the Short Line.

Moreover, residents along the Lakeshore Line are exposed to louder maximum sound levels than residents along the Short Line because there are four grade crossings on the Lakeshore Line in Cleveland, at which locomotives must sound their horns, and no grade crossings at all on the Short Line in Cleveland and East Cleveland. These crossings are located between E. 38th and Marquette Streets near Kirtland Park. Not only will rerouting traffic from the Lakeshore Line to the Short Line reduce the amount of horm noise in the Cleveland area, it will also promote safety for both train operations and motorists as grade-separated track eliminates the risk of grade crossing accidents.

11. CONCLUSION

An initial screening identified eleven areas along the Short Line in Cleveland and East Cleveland which met the SEA's criteria for further investigation. As described in this report, TranSystems performed field inspection and took field noise measurements in these areas. Based on all available information, it is estimated that there are about 250 residences in Cleveland and East Cleveland which may warrant mitigation for noise impacts under the SEA's criteria (an increase of 5 dBA L_{dn} and a noise level above 70 dBA L_{dn}). Mitigation is proposed for five of these areas, which account for 235 of the 250 residences identified. Mitigation of noise impacts to the remaining 15 residences is not feasible, either for economic or engineering reasons.

The mitigation plan would utilize low noise walls constructed of landscape-quality railroad ties or earthen berms to reduce the level of wheel/rail noise in these areas. These structures are expected to decrease the number of minutes each day that residents in these areas would experience train noise exceeding 65 dBA.



Minutes per Day of Train Noise Exceeding 65 dBA

Additionally, the mitigation plan would utilize landscaped berms and enhanced landscaping along the embankments in these areas to provide an attractive visual barrier. The landscaping would increase property values of the residences along the Short Line, more than offsetting any reduction in property values caused by increased train traffic, and would encourage further positive investment in the community.

A summary of the analysis of noise impacts and proposed mitigation plan is included in the table below:

Area	Receptors	Length of Area (Linear Feet)	Linear Feet per Receptor	Proposed Mitigation	
1	0	0	0	No	
2	2 80		76	Noise Berm & Landscaping	
3 90		4200	47	Noise Berm & Landscaping	
4 40		4000	100	Noise Wall & Landscaping	
5 10		1500	150	Landscape Only	
6	15	1700	113	Noise Berm & Landscaping	

7	5	2300	460	No
8	2	1200	600	No
9	4	1200	300	No
10	0	C	0	No
11	4	0	0	No

REFERENCES

Brüel and Kjaer, Measuring Sound (September 1984).

CSX, NS and Conrail, STB Finance Docket No. 33388, <u>Railroad Control Application</u>, Vol. 6, Environmental Report (June 1997).

Surface Transportation Board, Section of Environmental Analysis, Draft Environmental Impact Statement (December 1997).

United States Department of Transportation, <u>Highway Noise Fundamentals</u>, Noise Fundamentals Training Document (September 1980).

United States Department of Transportation, <u>Highway Traffic Noise Analysis and Abatement</u>, <u>Policy and Guidance</u>, USDOT, FHWA, Office of Environment and Planning, Noise and Air Quality Branch (June 1995).

INDEX OF FIGURES

Figure 1	•	Proposed CSX Rail Network
Figure 2	-	Common Sound Levels
Figure 3	-	Field Noise Measurements
Figure 4	-	Area No. 1, Background Measurements
Figure 5		Area No. 1, Train Measurements
Figure 6		Area No. 4, Background Measurements
Figure 7		Area No. 4, Train Measurements
Figure 8		Area No. 5, Background Measurements

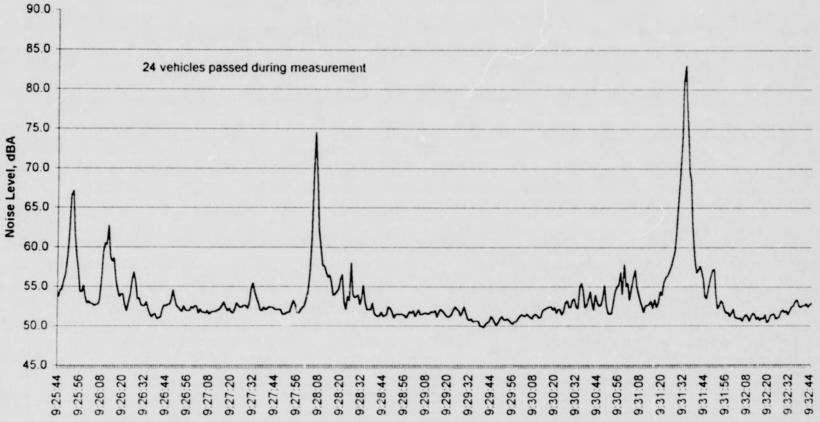
PROPOSED MITIGATION ILLUSTRATIONS

Drawing A	-	Cross Section
Drawing B		Cross Section and Perspective
Drawing C		Cross Section





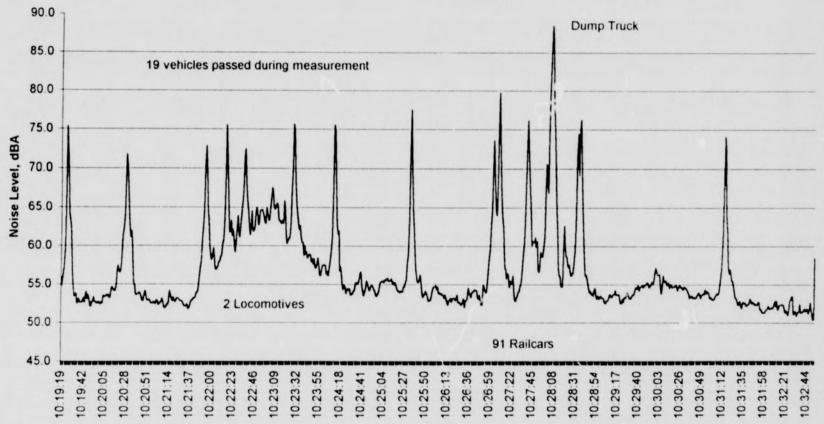
Figure 4 AREA NO. 1 - BACKGROUND Leq at Meter No. 1 Short Line - Cleveland, Ohio



Time



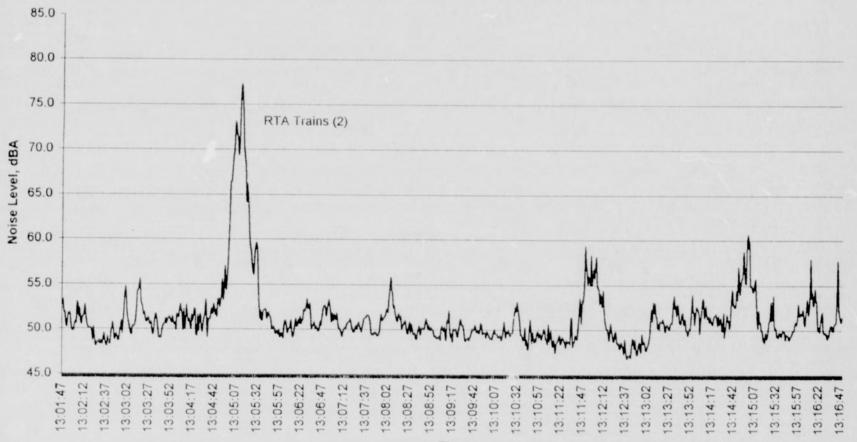
Figure 5 AREA NO. 1 - TRAIN FROM COLLINWOOD YARD Leq at Meter No. 1 Short Line - Cleveland, Ohio



Time



Figure 8 AREA NO. 5 - BACKGROUND Leq at Meter No. 1 Short Line - Cleveland, Ohio



Time

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Figure 3

Field Noise Measurements Short Line Cleveland and East Cleveland, Ohio

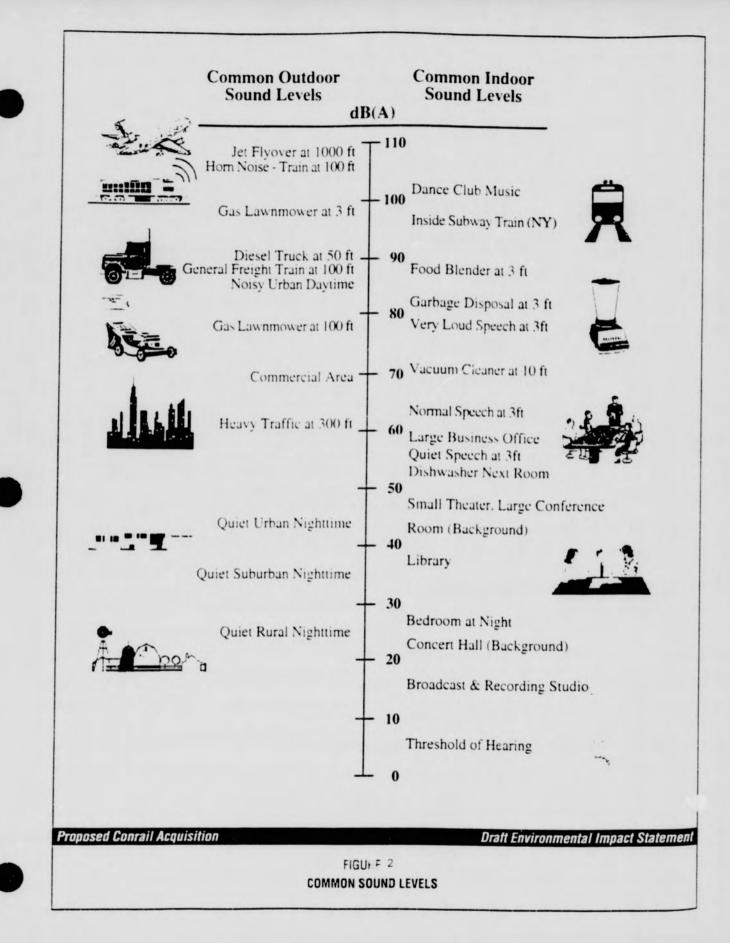
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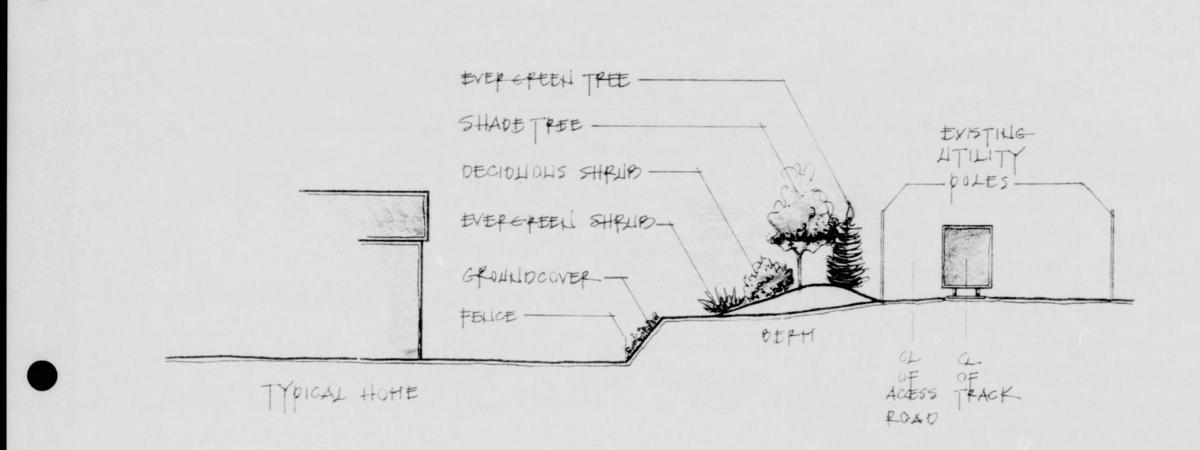
Location	Scenario Description	Duration, mins	Meter No 1		Meter No. 2			Notes	
			Leg. dBA	Max, dBA	Dist To Rail a	Leg. dBA	Max, dBA	Dist To Rail a	
134th Street (Area 1)	Background	7 02	61 2	84 8	244 R	57.2	83.2	247 A	Vehicles - 24 (One noisy truck)
	Train from Collinwood	13 34	65.8	92.5	244 ft	576	84 1	247 ft	Locemotives - 2 Railears - 91 Vehicles - 19 (including one dump truck) Slow moving train (10 mins to pass)
RR Track and Elberon (Area 4)	Background	7.16	59.6	82.0	110 R	58 5	84.5	210 ft	Vehicles - 24 RTA Trains - 1
	Train from Berea	3 40	67.5	78 1	110 ft	54.4	80.8	210 ft	Locomotives - 2 Railcars - 92 (Some had noisy wheels) Vehicles - 10 Crossing of bridge contributed noise
Colonial (south of Fairhill Rd. crossing) (Area 5)	Background	15 05	56.9	78 9	63 R		73 6	180 ft	No cars pass meter no. 1 (Street is closed) Vehicles (meter no. 2) - 3 RTA Trains - 2
	Locomotives On Short from Berea			73.9	63 R		59.6	180 ft	Locomotives - 3 Railcars - 0
	Norfolk Southern Train			74 7	63 ft		65.1	180 ft	Norfolk Southern train on NS line
	Background with both meters set up at meter no 1 location	15 00	57.4	78.8	63 ft		79.9	63 ft	RTA Tnuns - 3

Notes Meters No. 1 and No. 2 were run for the same amount of time within each scenario but time varied between scenarios

a/ Distance to rail is approximate distance to Short Line railroad tracks used by passing train.

F \IDOC\TRANSYSTICLEVELAN\fieldnoizxls|Sheet1



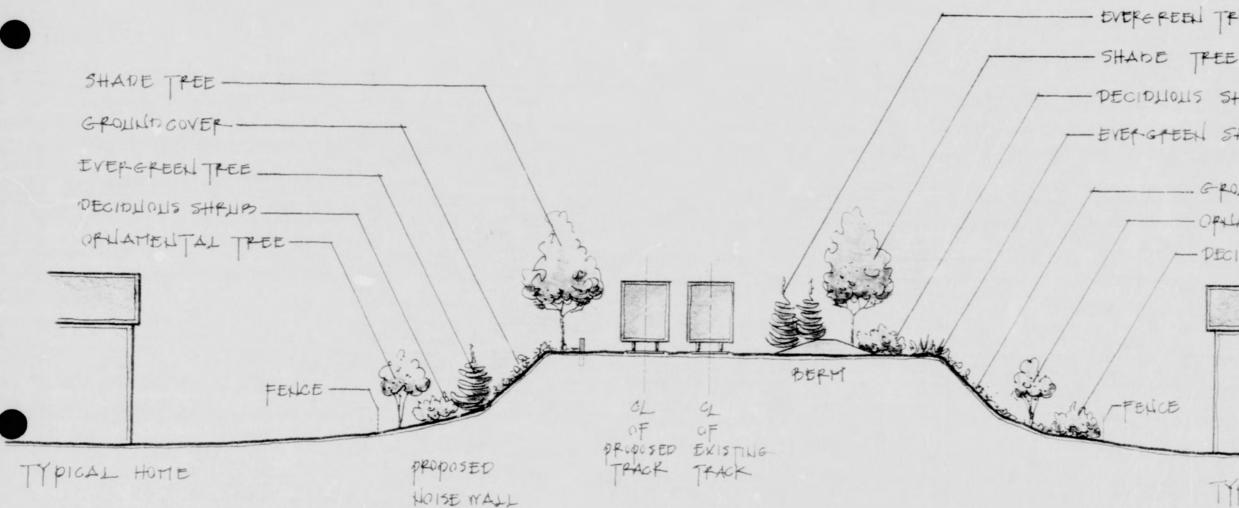


rchitecture Landscape Architecture Planning Interior Architecture 1220 West Sixth Street The Bradley Building Cleveland, Ohio 44113 216-696-6767 fax 216-696-4767

SECTION AREA A

LOOKING SOUTH NORTH OF SHAW AVENUE ADJACENT TO CEMETERY AND PARK





TRACTINA andecape Architecture Planning Interior Architecture

1220 West Stath Street The Bradley Building Cleveland, Ohio 44113 216-696-6787 fax 216-606-4767

SECTION AREA B

LOOKING SOUTH JUST SOUTH OF STREET VIADUCT

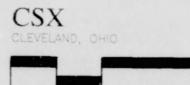
EVEREPEEN TREET

DECIDIOUS SHRUB

EVER-GREEN SHRUB

GROUND COVER OPHAMENTAL TREE - DECIDICALIS SHRUB

TYPICAL HOME



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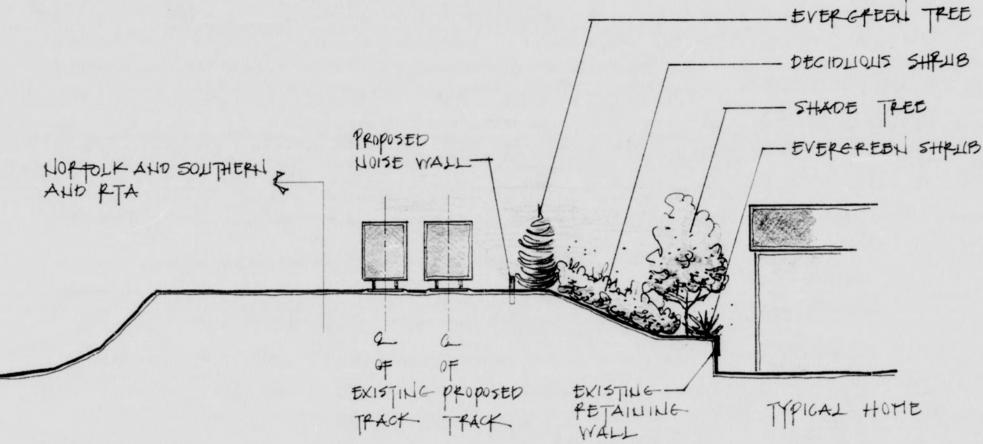
1220 West Sixth Street The Bradley Building Cleveland, Ohio 44113 216-696-6767 fax 216-696-4767

PERSPECTIVE AREA B

LOOKING SOUTH JUST SOUTH OF STREET VIADUCT

CSX CLEVELAND, OHIO

Date:1/15/98 PN:97116.00 File:22sect-97116.dwg

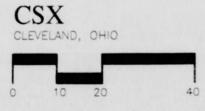


Architecture Landscape Architecture Planning Interior Architecture

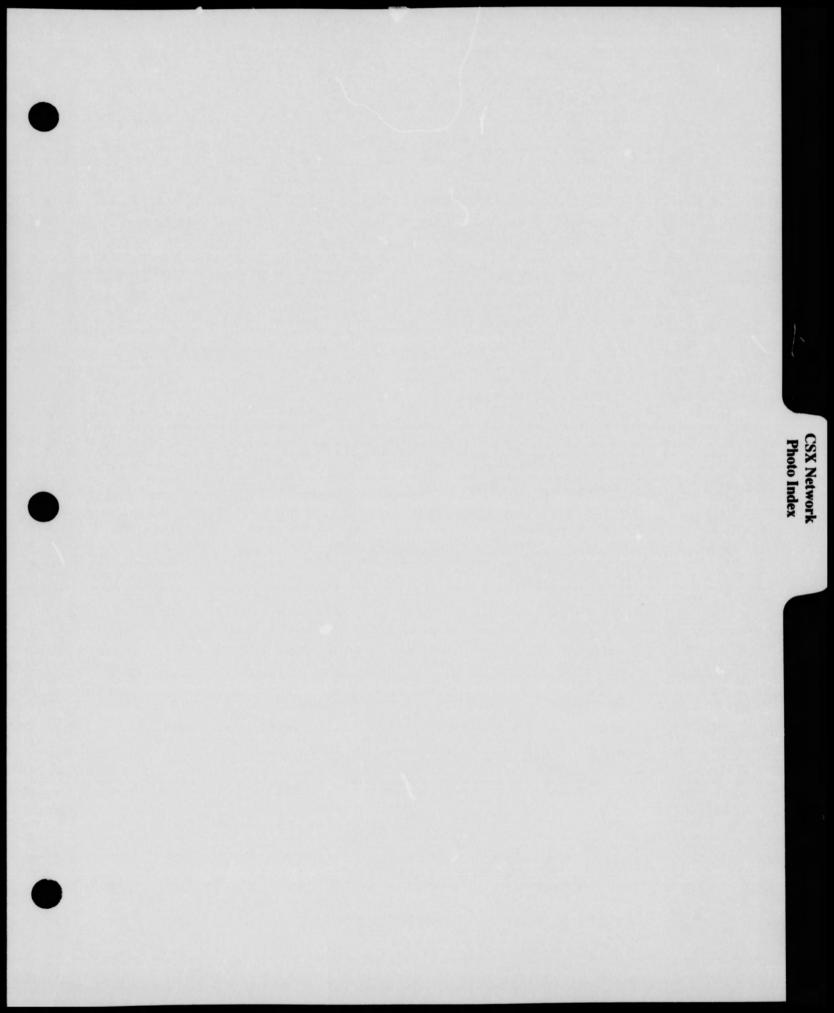
1220 West Sixth Street The Bradley Building Cleveland, Ohio 44113 216-696-6767 fax 216-606-4767

SECTION AREA C

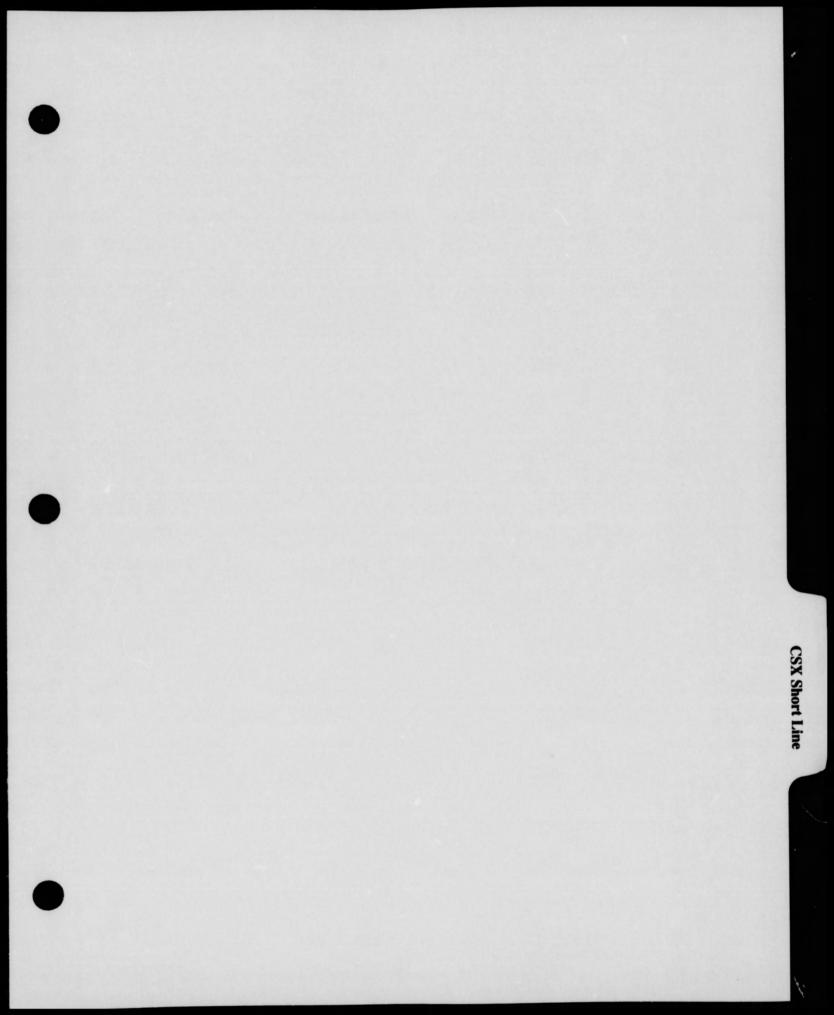
LOOKING SOUTH APPROX. 2300 FT. SOUTH OF NORFOLK SOUTHERN & RTA JUNCTION



PN:97116.00 File:22sect-97116.dwg Date:1/9/98







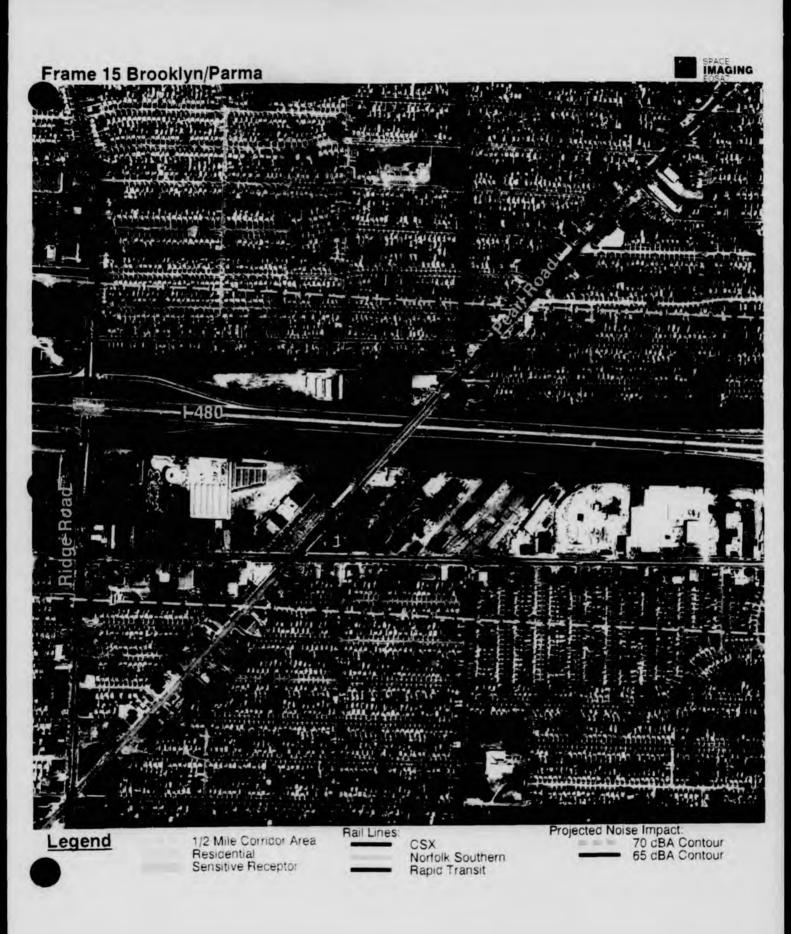


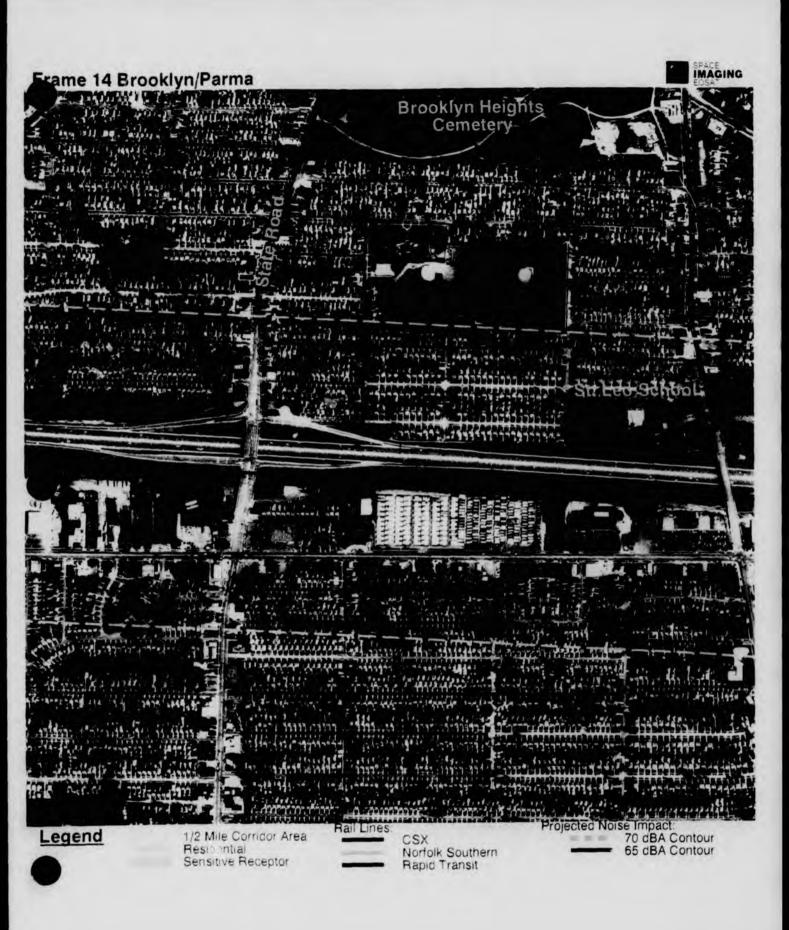


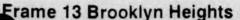












IMAGING









Residential Sensitive Receptor

Nortolk Southern Rapic Transit

70 dBA Contour 65 dBA Contour



Frame 8 Cleveland

MAGING



Residential Sensitive Receptor

Norfolk Southern Rapid Transit

70 dBA Contour 65 dBA Contour

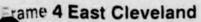




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IMAGING











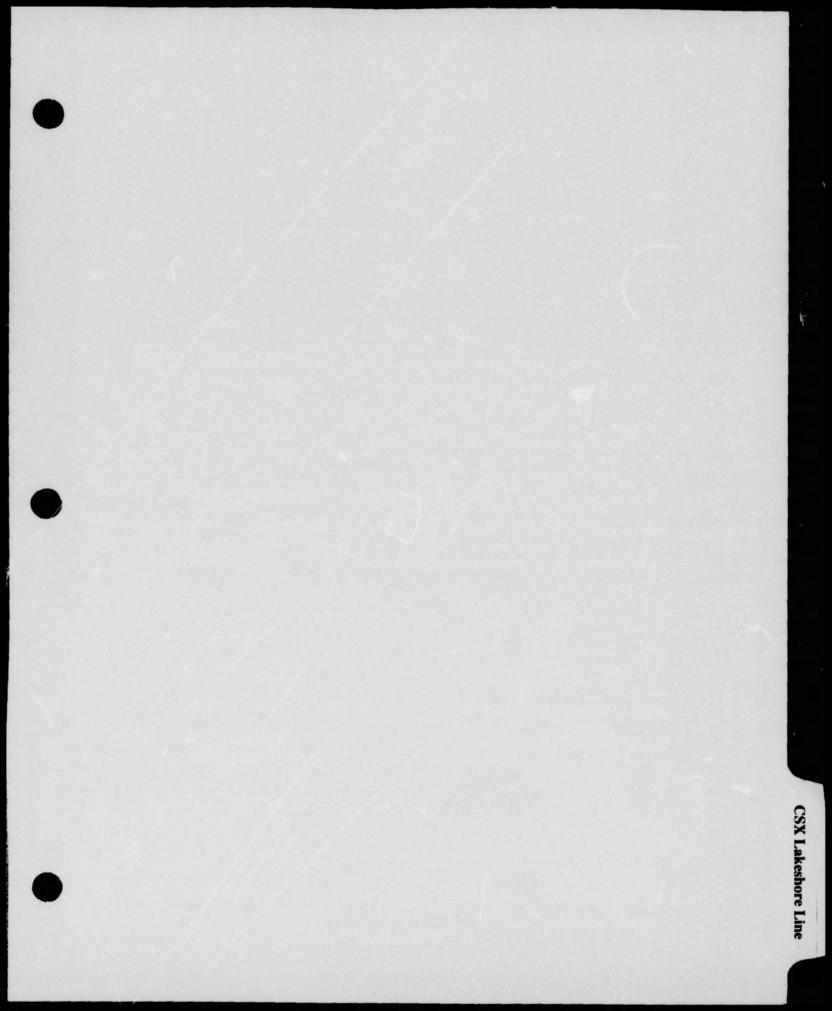
1/2 Mile Corridor Area Residential Sensitive Receptor

CSX Nortolk Southern Rapic Transit





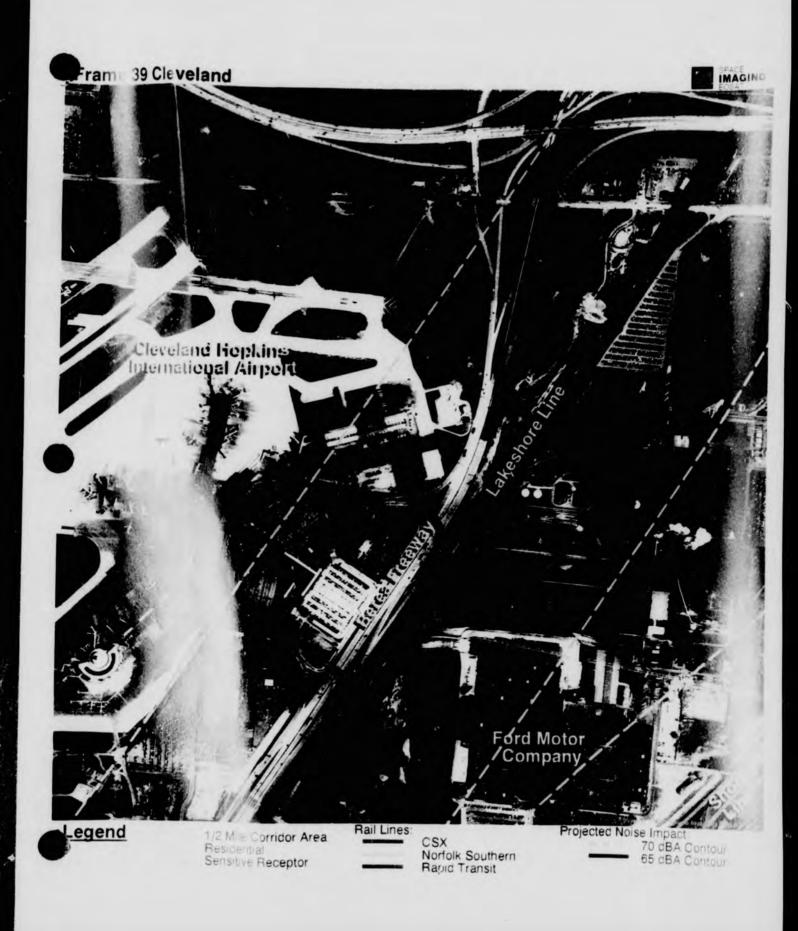




















rame 34 Lakewood

IMAGING



























Champaign County Department of

PLANNING & ZONING

Brookens Administrative Center 1776 E. Washington Street Urbana, Illinois 61802

> (217) 384-3708 TDD (217) 384-3864 FAX (217) 328-2426

January 21, 1998

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

RE: Comments on Draft Environmental Impact Statement - Finance Docket No. 33388 Proposed Conrail Acquisition

DOCUMENT

ENVIRU

Dear Ms. Kaiser:

I have reviewed the draft EIS for Finance Docket No. 33388 regarding both the proposed operational changes and construction projects as they would affect Champaign County and have the following comments.

1. Safety: Highway/Rail At-Grade Crossings

According to the EIS the criteria of significance for Class A crossings is a projected increase of .01 accidents per year. Class A Crossings are defined as ones with a current accident rate of .015 or more.

The EIS indicates that all Champaign County crossings fall below these thresholds except for CR 1000 E (TR 134D, FRA ID. 479930J). This crossing, located at the west edge of the Village of Tolono, is a Class A crossing with 3 accidents in the last 5 years and is projected to have an increase in accidents of .0118 [Table 5-IL-8]. The EIS notes, however, that "...these predicted increases (were found) to be below the criteria of significance." [p. IL-14]. This finding contradicts the SEA's criteria of significance. While the projected increase in the accident rateby itself is only slightly above the threshold of significance the current accident rate is forty times the threshold value!

I believe that by the SEA's criteria this is a significant and problematic crossing. It sees heavy semi-trailer truck traffic from a nearby grain storage facility and the crossing geometry is very poor (see enclosed Map No.1).

The CR 1000 E crossing should be studied in detail and possible mitigation measures should be evaluated.

2. Transportation: Passenger Rail Service

Impacts on the two daily Amtrak trains that serve Champaign County* will be proportionate to the increase in potentially conflicting freight train movements that could cause a delay to the Amtrak trains. These will arise from increased traffic on the Illinois Central related to NS trackage rights between Chicago, Kankakee and Gilman **and** by crossing movements at Kankakee, Tolono, Tuscola and Effingham The *City of New Orleans* may also be affected by operating changes further south.

Elaine K. Kaiser Comments on Draft EIS, Finance Docket No. 33888 January 21, 1998 Page 2

According to the EIS the proposed acquisition will lead to an increased NS train frequency using trackage rights on the Illinois Central between Kankakee and Gilman of five trains per day which is partially offset by a small reduction in crossing movements at Kankakee (-2.6 tod). Additionally the additional train frequency on the NS (*nee* Wabash) line will add approximately 18 potential conflicting crossing movements at Tolono and the proposed new connection at Sidney will also add 6 potentially conflicting crossing train movements on the Union Pacific at Tuscola which will be offset by a similar reduction at Effingham. Any increase in potentially conflicting movements between Effingham and New Orleans appears to be small. Approximately 20 additional potentially conflicting train movements will be added between Chicago and Carbondale. Some additional conflicting movements may be added further south.

The SEA analysis only considers increased train movements on lines over which passenger trains also operate. It does not consider impacts from increased train movements through crossings or interlocking plants that intersect such lines. This is particularly important since railroads not hosting Amtrak trains through a given crossing or interlocking plant have no incentive to ensure on-time performance for the affected Amtrak trains. The SEA analysis concludes that the impacts on Amtrak operations in Illinois are not significant but there is likely to be some negative impact on the on-time performance of Amtrak trains operating on the Illinois Central.

The analysis of impacts should consider increases in potentially conflicting train movements at crossings or interlocking plants particularly where such crossings or interlockings are under the control of the railroad <u>not</u> hosting Amtrak trains.

* Nos. 58/59, the City of New Orleans and Nos. 391/392 the Illini.

3. Transportation: Roadway Crossing Delay

The SEA analysis sets a threshold of an increase of 8 tpd and an existing traffic volume of 5,000 ADT for its analysis of potential crossing delays. The EIS does not include analysis of the III. Rt. 130 crossing at Philo which the SEA indicates has an ADT of 3,500. Illinois Department of Transportation maps, however, indicate that this crossing had an ADT of 6,400 in 1991* and is anticipated to experience an increase of 18 tpd in train movements. (See enclosed Map No. 2).

Our data indicates that this crossing exceeds the threshold of significance and it should be evaluated in detail.

* Traffic counts in 1996 were not conducted at the same location but other counts in the area suggests that traffic on this stretch of Ill. Rt. 130 has increased approximately 10% since 1991.

4. Noise

The EIS indicates that there would be an increase of 64% in train gross ton miles between Tilton and Decatur. This is estimated to increase the number of residences and other noise sensitive land uses experiencing significant noise impacts from 946 to 1,477 or 56% along this rail line segment. The analysis does not break down the location of noise impacted land uses by County or other civil division.

Elaine K. Kaiser Comments on Draft EIS, Finance Docket No. 33888 January 21, 1998 Page 3

The most intensive impacts will be to areas near grade crossings and track crossings or turnouts. The former due to sounding locomotive horns on approach to the grade crossing and the former due to wheel impacts at points where the rails are interrupted. The greatest impacts in Champaign County are likely to be in the villages along the line (Homer, Sidney, Philo, Tolono, Sadorus and Ivesdale). Tolono will be particularly affected due to the noise associated with the Illinois Central crossing. The background noise level in Tolono, however, is higher because of the presence of the Illinois Central. SEA concludes that these impacts are significant but do no warrant mitigation.

The impacts in Tolono are likely to be severe and disproportionate. It would also appear that there may room at the NS / IC crossing to provide noise barriers of some kind.

The noise impacts in Tolono should be studied in detail and potential mitigation measures investigated.

5. Land Use Socio/Economics

The Sidney project (Finance Docket No. 33888, Sub. 5) will involve the conversion of approximately six acres of prime farmland and the seperation of about 28 acres into an irregularly shaped area which will impede cultivation of some additional small area. The Tolono project will occur entirely within existing railroad ROW and so raises few land use issues.

Increased noise in Tolono (see discussion above) may have a negative effect on some property values in the residential area along Dagy Street which is immediately adjacent to the NS/Illinois Central crossing. The existing nuisance created by the crossing may already be capitalized in the current value of these properties.

Pending the results of a detailed study of the noise impacts in Tolono it may be appropriate to evaluate the property value impacts in the most intensively affected areas in Tolono and provide for compensation to the landowners if no feasible mitigation measures are identified.

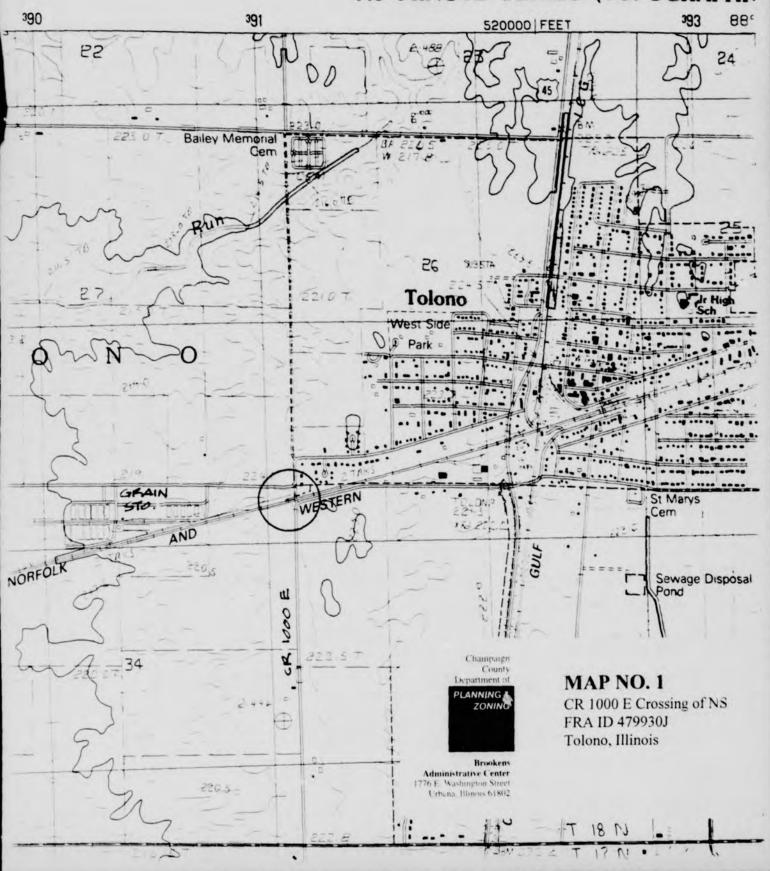
I hope these comments are useful. If you have any questions please feel free to contact me at any time. You may also reach me by e-mail at: fddpz@ccrpc.org.

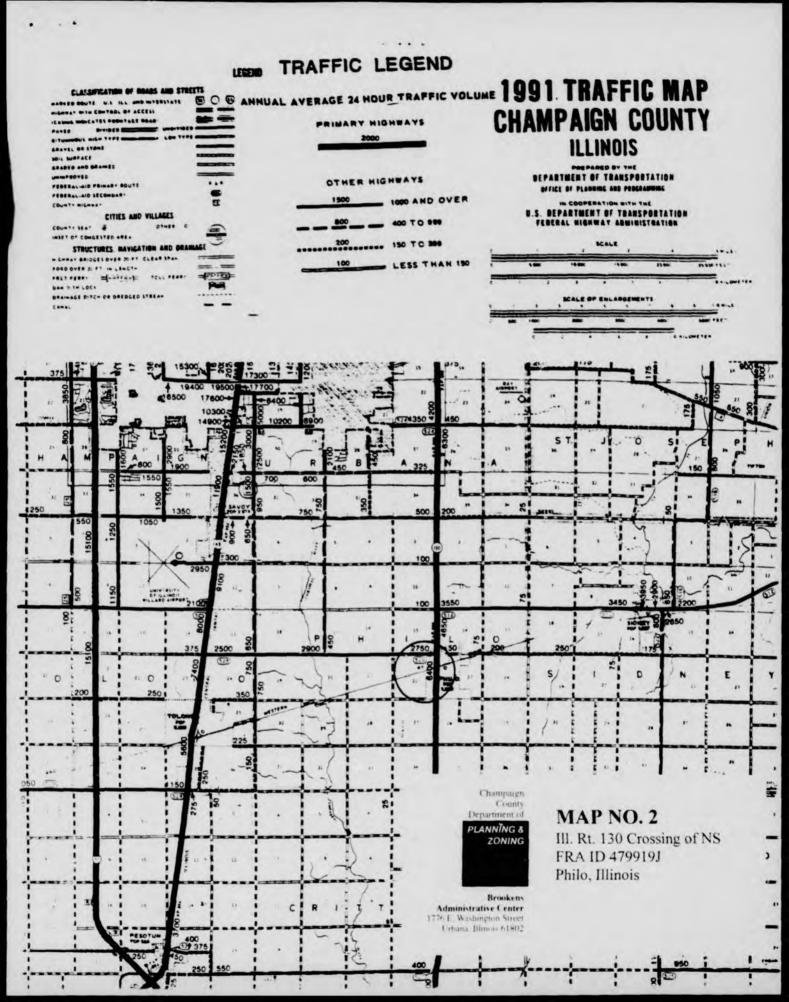
Sincerely,

Frank DiNovo Director

xc.: Environment & Land Use Committee, Champaign County Board Mayor Cecil McCormick, Village of Tolono

TOLONO QUADRANGLE ILLINOIS 7.5 MINUTE SERIES (TOPOGRAPHI)







Seneca Regional Planning Commission

Seneca County Courth use 103 S. Washington Street Tiffin, Ohio 44883

January 16, 1998

Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001 http://www.bpsom.com/regional e-mail srpc@bpsom.com Phone\Fax (419)443-7936 ENVIRONMENTAL DOCUMENT

Although the acquisition of Conrail by CSX and NS can do much to improve rail related economic development in Ohio and the North Central Eastern United States, the impact; as it seems, to the life and general welfare of residents in Seneca County, Ohio will be at risk. Through the review of the Draft EIS it is understandably clear that minimum standards were used to establish rail segments of high environmental impact not geographical areas and political sub-divisions that will be negatively impacted. Impacts of development, air quality, transportation and rail cargo (ie. Hazardous waste) seem to be the focus on a rail line segment basis. There is however, short of federaly protected species, and wetlands, no local impacts identified for remediation before the acquition can take place. It should be noted that at a meeting held on November 25, 1997 at the request of Cong⁺ a sman Paul Gillmor, the STB stated that the rail lines will be required to work with local agencies to remediate local concerns. On page 7-18 of Vol. 4, Chapter 7, regarding Environmental Justice, the STB states, "*CSX and NS shall consult with elected officials, appropriate local agencies, and communities representatives to address Acquition-related environmental impacts in affected communities that SEA has identified..."* There are two such places in Seneca County that as a planning agency, we feel may warrent environmental justice mitigation.

1. Rail Segment, C-075. Tiffin, Ohio, Seneca County

 The State of Ohio designated Sceinic Sandusky River, has many attributes specific to environmental justice mitigation.

 The Sceinic Sandusky River, with a watershed area of 428.21 square miles of watershed in Seneca County alone, is very vulnerable to flash flooding.

2. The Sandusky River is a direct conduit to Lake Erie, protected by the Federal Clean Water Act.

The City of Tiffin is protected from flooding by a concrete river wall. This wall, built shortly
after a devistating flood that crippled Tiffin in 1913, has aged beyond its design life.

 The double track of CSX that is estimated to carry a total of 54,000 rail cars of Haz Mat material per year crosses this river in the center of Tiffin.

It is our opinion that the river wall should be brought up current design standards through the Army Corp of Engineers to a point that ensures protection of the rail line durring a 500-1000 year flood event.

- 2. The City of Fostoria has attributes of all listed "potential impacts" on Table 7-9, Vol. 4.
 - 1. The City of Fostoria will be impacted by a total of 141,000 rail cars of Haz Material per year.
 - The City of Fostoria will have an average additional 31.1 trains per day (from Volume 3-B, Table 5-OH-6, Page OH-15)
 - Fostoria is impacted by acquition, from four rail line segments. (C-075, C-070, C-206, C-228) This impact will cause traffic delays due to stopped trains waiting for interlock availability.
 - 4. Fostoria relies on an underpass corridor through the city for maintaining traffic. The corridor currently to capacity will experience an increase as motorists shift from feeder streets to the main corridor so they do not have to wait for a stopped train.
 - 5. Fostoria has two "iron triangles". These are areas of the city that CAN NOT receive emergency services durring parts of each day. As rail traffic increases the time at which these "iron

triangles "are cut off from safety forces will increase. It is our concern that this will present a life or death situation to the residents in Fostoria.

It is our opinion that Fostoria needs an improved highway/corridor system with underpasses or overpasses to allow for the fluid flow of traffic and preservation of life.

Seneca County has adopted, through resolution of the Regional Planning Commission and most other local political jurisdictions impacted by rail, design standards and requirements for grade crossing safety. Page 200 of Volume 2, under Grade Crossing Safety, gives CSX the ability to choose between Conrail and CSX best management practices for grade crossings. Seneca County is plagued by humped crossings. 4 to 8 feet in height and with 0 visability across the tracks. Will the railroad be required to bring these crossing up to local standards? If not, Why?

In Volume 2, Page 7 of the Preliminary Comments of the United States Department of Transportation, it is stated that safety is of paramount importance in the acquition and that detailed planning and implementation will reduce the risk of accidents. It is stated in Additional Major Issues #9 and # 10 that consideration by the board should be given to 'whether the transaction will have adverse environmental impacts on the communities,' and 'lf the transaction would have adverse environmental impacts on communities, whether these effects can be eliminated or mitigated through conditions on the transaction.' The scenierios posed at the beginning of this letter with the impact of the river wall in Tiffin and life threatening situations in Fostoria, are the epitome of these comments. The Regional Planning Commission urges the STB to review these situations and the merit of US DOT in remediating these concerns.

In the verified statement of Ed English, Vol 2, Page 48, Traffic Flow Changes, it is stated that route rehab will increase capacity and traffic in the line between Chicago, Ill and Cleveland, Ohio, and increase speeds to 80mph (FRA Class 5). Section 3(B), Chapter 7.2.2, Page 7-12, Volume 4, identifies maximum operating speeds of 50mph for "Key Trains". In light of Incidents occuring in 1997 regarding the UP/SP that involved several train train collisions, the Seneca Regional Planning Commission believes that operating speeds of Key Trians @ 50mph, and standard freight at 80mph is inhearently dangerous. Because dispatch for CSX is in Jacksonville, F1 the potential for an accident related to dispatch error in relating speeds and the further potential that that error is in response to a "full train inspection." of a Key Train, warrents consistency in train speeds.

In Volume 4, Page 7-13 to 7-14, Sections 4(A), CSX and NS shall prepare Haz Mat Emergency Response

Mission: To provide wise and prudent guidance for the planning and development of land use, infrastructure and economic vrowth for the benefit and veneral welfare of the residents of Seneca County Plans for each local emergency response organization along Major Key Routes. How do we ensure proper training is given to our local organizations, and how will they be involved in developing the plan. (Seneca County has several voluntery departments on a Major Key Route.) Further, the Regional Planning Commission believes that a separate emergency response plan must be developed for the Sandusky River in Tiffin, Ohio. Only hours of impact to several other communities and Lake Erie. Section 4(B). CSX and NS shall implement ... drill ... on each Major Key Route. Will there only be one drill for all the emergency response organizations in the full (C-075) Section?

In Vol 3B, Page OH-14, The increase potential change in Safety of the Major Key Route (C-075) going into Fostoria, Oh is "significant". The increase to the Key Route (C-070) going into Fostoria is not "significant" in that the accident interval is less than 100 but it is much lower than pre acquition (256 down to 162). The Regional Planning Commission is concerned that multiplicity must be realized in evaluating impact to Fostoria.

- 1. The interlock
- 2. The iron triangles
- 3. The increase train speeds
- 4. The position of 4 rail segments (one key, one major key)
- 5. The increase of hazardous waste
- 6. Traffic flow projections
- 7. Increased stopped trains and traffic

It is our opinion that these and other impacts not listed will be life threatening to residents in Fostoria and warrent further attention before issueing approval.

Thank you for your kind consideration of our concerns.

In a common interest,

Mark R. Zimmerman

Director Seneca Regional Planning Commission

c: Congressman Paul Gillmor Senator Larry Mumper ORDC PUCO

Mission. To provide wise and prudent guidance for the planning and development of land use, infrastructure, and economic growth for the benefit and general welfare of the residents of Seneca County



CENTRAL ADMINISTRATIVE UNIT REC'D: 1/28/98 108-C Seaside Avenue MENF # 1/29/98 9.17.56 Am Milford, CT 06460 December 22, 1997

DOCUMENT

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

To Whom It May Concern,

I have been receiving packages of information from your organization for some time now and have no idea why. I do not work for the Department of Transportation or any state or local government. I have never requested any information from your organization and have absolutely no use for the information you send.

If it is at all possible, would you please remove me from your mailing list?

Sincerely,

1. A

Carol Dancella

Carol Donzella



ROBERT W. McKNIGHT

Railway Signaling Historian 1600 East Avenue, Apt. 1112 Rochester, New York 14610-1633 Tel: (716) 256-1342

ENVIRONMENTAL

January 29, 1998

Office of Secretary Case Control Unit Finance Docket 33388 Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001

Attention: Ms. Elaine K. Kaiser Environmental Project Director Section of Environmental Analysis

Dear Ms. Kaiser:

Thank you very much for promptly sending me a copy of the Draft Environmental Impact Statement, Finance Docket 33388 of the Surface Transportation Board concerning the Proposed Conrail Acquisition.

My comments on the Draft EIS are concerned with safety at highway/rail at-grade crossings. The main point I wish to convey is that improvements to safety at highway/rail at-grade crossings are Federally funded using Highway Trust Funds. This is only stated in the Draft EIS by CSX Transportation and Norfolk Southern.

This funding issue is a major omission in the Draft EIS which states in several instances "SEA intends to recommend that the Board impose a condition requiring the Applicants to upgrade the crossing warning devices." (Page ES-18 in the Executive Summary.

There are two errors in this statement: (1) States have the authority to order a railroad to upgrade warning devices at a crossing or to install warning devices at a crossing without them; and (2) STB implies that the railroads will pay for these safety improvements, but does NOT mention Federal funding.

The Draft EIS can easily lead a reader to believe that funding is not important because the railroads will provide the funds. This is NOT SO.

The attachment presents comments on specific segments of the Draft EIS.



ROBERT W. McKNIGHT

Railway Signaling Historian 1600 East Avenue, Apt. 1112 Rochester, New York 14610-1633 Tel: (716) 256-1342

My education and work experience includes the following:

Bachelor of Electrical Engineering degree from Clarkson College of Technology in 1950.

Communications & signal editor of RAILWAY AGE for 22 years, and editor of Railway Signaling & Communications for 16 years.

Editor of The Signalman's Journal, official publication of the Brotherhood of Railroad Signalmen for 8 years.

From 1981 through 1988 was Director of Engineering for the Communication & Signal Division, Association of American Railroads.

I represented the AAR on the National Committee on Uniform Traffic Control Devices for 8 years, and have been a member of its Highway Railroads Grade Crossing Technical Committee for 15 yeaRS. The NCUTCD advises Federal Highway Administration on the Manual on Uniform Traffic Control Devices.

Cordially yours,

Robert N. Mchnight

Comments by Robert W. McKnight 1/29/98 Surface Transportation Board Docket 33388 Draft Environmental Impact Statement

EXECUTIVE SUMMARY

Page ES-18, last sentence, 1st paragraph "SEA intends to recommend that the Board impose a condition requiring the Applicants to upgrade the crossing warning devices at these 118 crossings as follows:"

CSX, NS and Conrail are referred to collectively as the "Applicants." according to Footnote 4 on page 1-1 of Volume 1 Chapter 1 Purpose of an Need for the Conrail Acquisition.

Who is going to pay for these upgrades? SEA does not say, but the implication seems clear- Applicants will.

However, Federal funding is available for improving safety at highway/rail at-grade crossings. This Federal funding for improving safety at such crossings is authorized by Section 130 USC 23 by the Intermodal Surface Transportation Efficiency Act of 1991. Extension of the provisions of this Act was extended for Fiscal Year 1998 by the US Congress last fall in 1997.

This Federal funding for improving safety at highway/rail at-grade crossings should have been stated in the Draft EIS in the Executive Summary and throughout the DEIS. Unfortunately, many people will read the Executive Summary and probably Volume 1 of the Draft EIS and skip over the rest of the volumes. From the reading of these first two volumes, readers can reasonably infer that CSX, NS and Conrail will pay for all these crossing improvements. It is not so.

I believe it is important to set the record straight at this point. What takes place and some history are important to a true understanding of the situation.

Federal funds are allocated to states on general guidelines set by the Federal Highway Administration. Generally such factors as population of the state, miles of Federal aid and non-Federal-aid highways, and number of

McKnight comments STB 33388 page 2 1/29/98

motor vehicles are considered in apportioning funds from the Highway Trust Fund to states.

States use an accident prediction formula and accident history to develop annual lists of highway/rail at-grade crossings deemed candidates for safety improvements. States annually request Federal funds from FHWA for this safety improvement program.

For individual crossings, usual practice is to have a diagnostic team with representatives of the state department of transportation or highway department, a railroad engineer, often from the signal department, and a representative from the local road authority or community. The team visits each crossing considered for safety improvements, takes photographs, measurements, etc. and determines what improvements should be made. Following this, the state regulatory agency orders the railroad to submit an engineering design and cost estimate to the state for making the improvements as regards crossing warning devices. Changes to highway signs, pavement markings and other highway changes would be submitted by the local road authority or the state highway department. After the safety improvements are completed and the crossing inspected by state engineers, the railroad submits its bill and the state pays using Federal funds.

Funds under the Section 130 program usually provide for 90% funding with the state, railroad or local community paying the 10%.

Public funding for improving safety at highway/rail at-grade crossings originated with the Interstate Commerce Commission in February 1964 in Docket 33440, titled "Prevention of Rail Highway Grade Crossing Accidents Involving Railway Trains and Motor Vehicles.' On page 87 of the ICC Docket 33440 it reads:

"(13) That highway users are the principal recipients of the benefits flowing from rail-highway grade separations or from

McKnight comments STB 33388 page 3 1/29/98

special protection at rail highway grade crossings. For this reason, the cost of installing and maintaining such systems and protective devices is a public responsibility and should be financed with public funds the same as highway traffic devices."

Later the US Supreme Court upheld the ICC position on using public funds to improve safety at highway/rail at-grade crossings.

In 1973, the US Congress enacted the Federal Aid Highway Act of 1973 and the Federal Highway Safety Act of 1973. Together, they provided \$87.5 million for the installation of warning devices at highway/rail at-grade crossings on the Federal aid system for 3 years, 1974-1976. For the same period \$250 million was set aside for crossings not on the Federal aid system. This program for improving safety at highway/rail at-grade crossings continues today.

Federal Highway Administration (FHWA) reported in 1994 that for the period 1978-1993 that \$2.937 billion of Federal funds was spent on this safety program, but that it had prevented 8,000 fatalities and 36,000 injuries. Savings in lives and injuries, according to FHWA, saved \$8.3 billion. Thus the cost/benefit ratio is 35% or benefits are 2.85 times the costs.

Page ES-18, 6th paragraph

"SEA believes that safety at highway/rail at-grade crossings could be improved if a mechanism were in place to notify the railroad of stopped vehicles and other obstructions that could create safety risks for motorists and train operations."

Does SEA realize that to prevent a collision of a train with a stalled vehicle, it might well require the active warning devices to operate or barriers to close the crossing up to 2 minutes before the train would arrive at the crossing. The timing depends upon the weight and speed of the train, to determine its braking distance to

McKnight comments STB 33388 Page 4 1/29/98

stop before hitting the stalled vehicle. This could be a very costly project to equip each crossing with a vehicle detector and a radio or communications link to notify approaching trains of stalled vehicles on the crossing.

SEA recommendations in this paragraph concerning toll free telephone numbers and a "unique crossing identification number" would indicate that SEA staff has not been out in the "real world."

Association of American Railroads/Federal Railroad Administration (AAR/FRA) inventory numbers have been installed at highway/rail at'grade crossings for several years. As for the toll free numbers, Texas has had this system in service for several years. Most railroads, certainly Class 1's have these 800 number systems either in service totally, or in part and are working toward complete installations.

Also, several railroads give local police officials a direct line to call the railroad because experience indicates the general public often call the police first with a problem.

Page ES-21

Item 1- Increased train speeds may be a problem as some communities have laws regulating train speeds through them. If raising the train speed requires changes in the signal system to provide proper braking distance, who pays for these costs? This probably would not be federally funded unless the railroad had to change the controls for the warning devices at highway/rail at-grade crossings.

Item 2- Separated grade crossings would come under federal funding, but the state makes the decision, not the railroad or the Surface Transportation Board.

Item 3- A good idea. The railroads and STB working with states and local communities can make this an effective approach to improving safety at highway/rail at-grade crossings.

McKnight comments STB 33388 page 5 1/29/98

Item 4. A good idea.

Paragraph following Item 4: This is a bad idea to have binding arbitration. This idea suggests using "political clout and power" to solve problems. Again, talking about crossing safety. There is Federal funding available and all it takes is a positive cooperative approach of railroads, states and local communities.

VOLUME 1

Chapter 3, Page 3-11

First paragraph under 3.4.3, last sentence beginning "In addition, the Board . .

. . requiring the railroad to complete the following:"

The portion underlined just above is NOT correct concerning these bulleted items below:

*"Adding or upgrading highway/rail warning devices.

*"Installing or upgrading automatic gates and warning devices."

These two items require cooperation with the state and the local road authority, and are per; formed under an order of the state regulatory authority.

*"Adding or improving 'Stop' lines and other traffic control pavement markings.

*"Installing new or additional warning signs, such as those stating 'Do Not Stop on Tracks'

*"Constructing a roadway median to reduce the opportunity for vehicles to maneuver around an activated crossing gate."

These are functions authorized and performed only by the state and local road authority. The railroad has no jurisdiction in this area of activity.

*"Establishing a toll-free telephone number . . . "

CSX, NS and Conrail have such call-in systems in service in whole or in part, and they are progressing the systems. (See Volume 2-CSXT statement pages 1980199; NS statement pages 187-188, 193)

McKnight comments STB 33388 page 6 1/29/98

*"Improving visibility at highway/rail at-grade crossings by clearing vegetation or installing lighting to illuminate passing or stopped trains.

This is a joint responsibility of the railroad and the local road authority and often the local community. Also, for clearing vegetation it may require cooperation of owners of property adjacent to the crossing. Illumination is often the responsibility of the local road authority or the local community.

Chapter 3, page 3-34 Grade Crossing Noise Effects

I agree with SEA's position to wait for Federal Railroad Administration's proposed regulation. However, it is worth noting that FRA issued a report in July 1990 titled "Florida Train Whistle Ban" and on page 1 it states:

"Train whistles make a difference in highway-rail crossing safety. This report reviews and analyzes the Florida East Coast Railway Company's (FEC) experience in the 65 months since the first nighttime whistle ban ordinance went into effect along its operating corridor in 1984. The whistle bans, imposed by individual counties and cities, impact only those crossings equipped with gates, flashing lights, bells and special advance warning signs and are effective only between the hours of 10 pm and 6 am. The advance warning signs read: "NO TRAIN HORN, 10PM 6AM."

Since the whistle bans have been imposed, the FEC's nighttime accident experience at 511 impacted crossings has tripled. At 89 similar crossings where the bans have not been imposed, nighttime accident experience in the last 5 years has increased 23%. The combined daytime and nighttime accident experience at FEC's impacted crossings has increased 75%, while going down 17% at the non-impacted crossings."

McKnight comments STB 33388 page 7 1/29/98

Table 1 on page 6 of this 1990 report covers Impacted Crossings, Nightime Experience. The Crossing-Months Experience is 23,474 and it covers the time frame from 10PM until 6AM.

Pre-Ordinance: 39 accidents Post-Ordinance (Whistle Ban in effect: there were 115 accidents.

On July 26, 1991, FRA issued an emergency order that required FEC to resume sounding train whistles after 10 PM at highway/rail at-grade crossings in Florida.

VOLUME 2 Safety Integration Plans

<u>CSXT pages 192-201</u>. Very commendable statement on policy and procedures to improve safety at highway/rail at-grade crossings. This is a good positive statement concerning present and future actions in this area of safety activity.

NS pages 185-196. A very positive statement concerning NS policy regarding safety at highway/rail at-grade crossings. It has a good description of present practices and what NS will do following the acquisition.

NS should be commended for its ability to shorten the time from the state request for crossing improvements until completion. On page 187 NS states: "Presently, NS Communication & Signal forces average 10 months total for railroad handling from the time a state DOT first request engineering and cost estimates through completion of construction and activation."

<u>CSAO pages 43-46</u>. Here again, a good statement of policy, objectives and action following acquisition by CSXT and NS.

Federal Railroad Administration comments on page 49.

FRA comments appear to have been written without regard to CSXT statements pages 192-201 and NS statements on pages 185-196 in this Volume 2.

McKnight comments STB 33388 page 8 1/29/98

FRA states in the first paragraph following the four bulleted items:

"Neither carrier, NS or CSX, focuses on highway-rail crossing and trespass safety prevention issues and other such issues involving public safety and emergency response." THIS IS NOT TRUE.

I am concerned that FRA statements in the Draft EIS in Volume 2 pages 1-51 are generally negative and show a biased view against the railroad industry and its safety practices. The general safety record in the rail industry has been declining for several years. Only 1996 was a temporary increase. And the accidents only happened on a few carriers.

Unfortunately, in recent years FRA's solution to problems is to promulgate more regulations. If there is a problem, FRA will come up with regulations as solutions.

VOLUME 4

Chapter 7, pages 7-7 and 7-8.

Although SEA admits that STB does not determine where a grade separated crossing is to be located and funded, SEA pushes for mediation and binding arbitration for 5 such proposed grade separations. This attitude of SEA is biased and unwarranted.

Here again SEA does not know the facts, or ignores them concerning these improvement projects for grade crossing safety. SEA should talk to FHWA and states concerning this matter. As I have mentioned earlier, this is an area of jurisdiction of states and local road authorities working with railroads.

Page 7-8, 2rd paragraph, last sentence.

"For communities on the final list where parties have not reached a negotiated agreement, SEA intends to recommend that the Board require the Applicants (CSX, NS and Conrail) to participate in a binding arbitration process to determine the funding allocation for those communities on the final list." This statement is reprehensible. Is SEA threatening both states, local communities and railroads?

McKnight comments STB 33388 page 9 1/ 29/98

Chapter 7 Table 7-4, pages 7-26 through 7-33.

"Preliminary Recommended Highway/Rail At-Grade Crossings That May Warrant Safety Improvements."

Here again it should be noted that Federal funding is available authorized by Section 130 USC. Railroads working with states and local road authorities can make safety improvements to highway/rail at-grade crossings.

Table 7-7 pages 7-43 through 7-46. Delays can be reduced through cooperation of the railroads, states, local communities and proper regulatory agencies.

VOLUME 5B

Appendix N, page 8

It should be noted that with reference to FHWA, concerns with the Manual on Uniform Traffic Control Devices (MUTCD) are handled by the Office of Highway Safety under the Associate Administrator for Safety & System Development.

Also to be handled with FHWA is the matter of Federal funding for safety improvements at highway/rail at-grade crossings. This area is handled by FHWA's Office of Engineering under the Associate Administrator for Program Development.

VOLUME 5C

Appendix S

Three Norfolk Southern letters deserve commendation for positive attitude and a pro-active plan to improve safety at highway/rail at-grade crossings. My strong support is for these projects as proposed by NS and congratulate them on their positive approach.

The letters are dated Nov. 25, 1997, as follows:

* Norfolk Southern Mitigation Proposal for Erie, Pennsylvania.

* Norfolk Southern Mitigation Proposal for Muncie, Indiana Line Segment Muncie to Alexandria. McKnight comments STB 33388 page 10 1/29/98

. . . .

* Norfolk Southern Mitigation Proposal for Lakewood, Rocky river, West Lake and Bay Village, Chio and on to Vermilion, Chio.

VOLUME 6 ABANDONMENTS

Pages 1, 2, 22, 36

Page 22, Section 2.1.3.8 Transportation this is a positive approach to improving safety at highway/rail at-grade crossings by CSXT proposing to abandon 29 miles of line between Danville and Paris, IL. This abandonment will eliminate the need for 29 public and 16 private highway/rail at-grade crossings.

A second major approach to improving safety at highway/rail at-grade crossings is the proposed abandonment of 21.5 miles of line between South Bend and Dillon Junction, IN by the Norfolk Southern. This abandonment will eliminate 20 public and 19 private highway/rail at-grade crossings.

CONCLUDING COMMENTS

My main concern with the Draft EIS is with safety at highway/rail at-grade crossings, which I have addressed.

I do wish to commend SEA with a generally good report. But there are some areas with which I have concern and/or diagreement, but will not comment on as I have less expertise than others who will no doubt comment.

This concludes my comments.

er II, Inoma

Robert W. McKnight Railway Signaling Historian January 29, 1998



Robert W. McKnight Railway Signaling Historian

1600 East Avenue, Apt. 112 Rochester, NY 14610-1633 Tel: (716) 256-1342



Mid-Ohio Regional Planning Commission

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

January 20, 1998

ENVIRONMENTAL DOCUMENT



Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, N.W. Washington, D.C. 20423-0001

Attention: Elaine K. Kaiser, Chief Section of Environmental Analysis Environmental Filing

Dear Ms. Kaiser:

Our organization has had an opportunity to review the "Proposed Conrail Acquisition" Draft Environmental Impact Statement (DEIS) and would like to provide some comments for consideration.

First, we would like to commend the Surface Transportation Board's Section of Environmental Analysis on this effort. This draft report presents an impressive amount of information in a well-organized and concise manner. This effort has benefited from the hard work of your staff and has allowed organizations throughout the country, such as ourselves, the opportunity to make well-informed decisions based on your information and analysis.

While reviewing these documents, we noticed that there were a few areas that needed clarification and some key elements that seem to have been omitted and need addressing. Specifically, we would like to take the opportunity to bring to your attention the following:

 The DEIS finds one intermodal facility in Ohio, Discovery Park, with proposed increases in truck traffic which would exceed the board's threshold for Environmental Analysis (Volume 3A page OH-21). However, the report fails to provide a summary of the analysis and any mitigation strategies developed from that analysis. Environmental Justice is a key part of this analysis and we believe any risk areas need to be included in this statement to ensure all the mitigation strategies that should be taken are clearly laid out for the companies to follow.

Judith W, Stillweil Chair

Tary Panek Vice Chair

Richard A. Browning Secretary

Bill Hebig Executive Director Elaine K. Kaiser Page 2

January 20, 1998

2. Table 5-OH-8, which presents a county-by-county summary of the Rail At-Grade Crossing safety analysis, does not exist. Our organization is concerned that the grade crossing between Norfolk Southern's main line feeding the Discovery Yard and Williams Road in southern Franklin County (Columbus, Ohio metropolitan area) has been omitted from the analysis. The estimated ADT on Williams Road is over 6,000 based upon a 1994 traffic count by the city of Columbus. This grade crossing needs operational and geometric design upgrades, a fact that has been well known in our region for a long time. This grade crossing meets the fundamental criteria to be included in the above referenced table for safety purposes and we are concerned that it was not considered.

We are looking forward to having the above issues incorporated in the final version of the SEA Environmental Impact Statement. Thank you for the opportunity to provide our comments and participate in the Merger Review proceedings.

Sincerely,

(Yollsman Mohamed Ismail

Director of Transportation

MI:CH:mkb

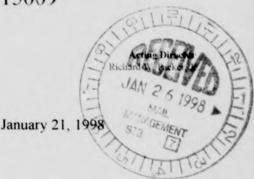


Beaver County Planning Commission

810 Third Street Beaver, Pa 15009

Board of Commissioners Bea Schulte, Chairman Dan Donatella Nancy Loxley

ENVIRONMENTAL DOCUMENT



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

Attn.: Elaine K. Kaiser, Environmental Project Director Section of Environmental Analysis

RE: Draft EIS, Conrail Acquisition

Dear Ms. Kaiser:

The Beaver County Planning Commission, at its meeting of January 20, 1998 had the following comments:

- The Commission endorses SEA's proposal that the AAR's voluntary hazardous material "Key Route" guidelines be required as the minimum mitigation measures to be adopted.
- The Commission also recommends that SEA mandate its preliminary recommended mitigation that the railroads provide 24 hour telephone access to their dispatching centers to all emergency response forces in the communities along the key routes.
- 3. The Commission requests that SEA require the now voluntary AAR standards for Major Key Routes (over 20,000 car loads annually) for Key Routes, i.e. "provide enhanced emergency preparedness by developing a Hazardous Materials Emergency Response Plan and participate with local governments in hazardous materials response training and simulations" (page 4-20). In this area, the most practical approach would be to involve local municipalities through the County's Emergency Management Agency.

Elaine K. Kaiser Page 2 January 21, 1998

If there are any questions please contact this office.

Very truly yours,

teres l Richard W. Packer, Jr.

Acting Director

RWP/WL/my Copies to: Beaver County Emergency Management File



DOCUMENT

ELTON J. NICHOLS Meridian Condomium 12550 Lake Ave., Suite 1504 Lakewood, Ohio - 44107

RECTION STATES

January 5, 1997

U.S Transportation Board Attn: SEA - Finance Docket 33388 1995 "K" Street, NW Washington, D.C. 20433

Subject: Proposed merger of NS and CSX

Gentlemen:

Within a four block area, adjacent to the Meriidian Condominium, in which my wife and I live, there is a concentration of approximately 3,500 to 4,000 residents in buildings varying from six to thirty stories high.

Today, I visited the post office on West ll7th Street, south of the railroad track, which divides our city. As I entered the post office a train started to cross ll7th Street, blocking all vehicular traffic. At that moment an ambulance, with lights flashing, and siren sounding, came to a halt at the crossing. Four minutes later, as I left the post office, that ambulance was still waiting. That delay compounded by time to reach the thirtieth floor of Winton Place could truly be a matter of life or death. Delaying response to a fire alarm of like duration could be catastrophic.

I attended the meeting in September, 1997, along with approximately 600 concerned citizens, including officials of all the various communities through which the railroad track passes, Congressman Dennis Kucinich, and Steve LaTourette.

At no time did I hear a claim that the total amount of goods, inluding hazardous waste, shipped between New York and Chicago was going to increase Nor was there any effort to convince us that there was any benefit to be realized by the communities affected. As a matter of fact, it was declared by the railroad representatives, that the threefold increase in rail traffic through our area, was solely to give NS/CSX a competitive advantage.

It is my serious concern that the decision whether to, or not, approve the proposal will be based not on what is morally right and in the best interest of those most directly affected, but on the amount of money contributed by some lobbyist to the political fund of either party.

Sincerely

C/C Dennis J. Kucinich, Member of Congress Madeline A. Cain, Mayor, Lakewood, Ohio





SURFACE TRANSPORTATION BOARD Washington, DC 20423

Section of Environmental Analysis

January 23, 1998

ENVIRONMENTAL DOCUMENT

Mr. C. Michael Loftus The Four City Consortium Slover & Loftus 1224 Seventeenth Street, N.W. Washington, D.C. 20036

> Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition -- Conrail: Response to Information Request

Dear Mr. Loftus:

The purpose of this letter is to respond to your information request dated January 12, 1998. The majority of the information requested is contained in Table 5-IN-9. This table is included as Attachment I and can also be found in the Supplemental Errata, which was mailed on January 21, 1998. Please note that this table provides updated information on vehicle delay from what appeared in Volume 3A of the Draft Environmental Impact Statement.

Three of the items you requested are not directly listed in the table. They are:

- Train speed adjustments (item 2c). The adjustments used appear as Attachment II.
- Any assumptions as to train weight and power (item 2d). No assumptions were made. Train weight and power were not used in the calculation of delay.
- Number of tracks at the crossing (item 2g). This information was not used in the calculation of delay.

If you have additional questions or concerns that are not clarified by the attached information, please contact Michael Dalton, SEA Program Manager, at (202) 565-1530.

Sincerely yours,

Claime of Fairer

Elaine K. Kaiser Chief Section of Environmental Analysis

Attachments

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

ATTACHMENT 1

January 21, 1998

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

Table 5-IN-9 (Revised)

Indiana

Highway/Rail At-Grade Crossing Vehicle Delay and Queues

								I	Pre A	cqui	sition						Pos	st Ace	quisit	ion		
County	Seg. No	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No of Veh Delayed per day	Max No of Veh in Queue per lane	Crossing Delay per stopped veh (min/veh)	Avg Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh Delayed per day	Max No of Veh in Queue per lane	Crossing Delay per stopped veh (min /veh)	Avg Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Allen	C-022	532855T	THOMAS RD	2	5,500	2.4	50	4,869	15	9	0.96	031	A	64	50	6,200	47	11	1.14	1.16	A	
Allen	N-041	478196U	MAYSVILLE RD	2	5,100	13.6	50	4,869	77	8	0.95	1.72	A	27.1	50	5,000	158	8	0.96	3.59	A	
Allen	N-041	478226)	ANTHONY BLVD	3	16,330	nu	30	4,869	362	26	173	4.61	A	27.1	30	5,000	741	26	1 77	964	В	
Allen	N-043	478013Y	ANTHONY BLVD	2	15,120	0.6	15	4,869	144	31	1.89	2.16	A	00	35	5,000	214	32	1.93	3 28	٨	
Allen	N-044	478240E	ENGLE RD	2	11,000	19.0	30	4,869	340	26	1.74	6 47	В	34.9	30	5,000	538	26	1 78	12.39	В	
Allen	N-044	478241L	ARDMORE AVE	2	10,290	190	30	4,869	318	24	1.69	6.27	В	54.9	30	5,000	597	25	1 73	12.01	В	
Allen	N-044	478210M	LANDIN	4	12,950	19.0	50	4,869	275	10	1.00	2.53	A	14.9	50	5,000	514	11	101	4 82	A	
Allen	N-044	478237W	BROOKLYN AVE	2	12,200	100	30	4,869	377	29	1 84	6 83	В	34.0	30	5,000	708	29	1.88	13.08	B	
Allen	N-044	478238D	NUTMAN AVE	2	5,070	19.0	30	4,869	157	12	1.38	512	В	34.9	30	5,000	294	12	141	9.81	B	
Carroll	N-046	484265N	MAIN ST	2	5,780	18.4	35	4,869	154	12	1.26	4.01	A	40.2	35	5,000	343	12	1 28	912	В	
De Kalb	C-066	155320E	SOUTH WAYNE	2	6,000	21.4	50	6,000	166	11	1.13	3.77	A	47.7	50	6,200	379	11	1.16	8 82	B	
De Kalb	C-066	155330K	RANDOLPH ST	2	5,023	21.4	15	6,000	377	25	2.97	25.69	D	47.7	15	6,200	865	26	3.06	63.11	F	F (a)
Delaware	N-040	474550K	KILGORE	2	10,481	26	20	4,869	62	34	2 37	1 68	A	118	20	5,000	287	35	2.43	7.98	B	
Delaware	N-040	474552Y	WHITERIVER BLVD	4	6,870	26	30	4,869	29	8	131	0.66	A	11.8	30	5,000	135	8	1 33	3.14	A	
Delaware	N-040	474553F	NICKOLS	2	6,733	26	30	4,869	28	16	1.47	0.74	A	11.8	30	5,000	132	16	1 50	3 52	A	
Delaware	N-040	474565A	TILLOTSON	4	19,025	20	30	4,869	81	22	1.64	0.83	A	118	30	5,000	373	23	1.67	3.93	A	
Delaware	N-040	474566G	JACKSON ST	2	5,007	26	30	4,869	21	12	1.38	0.70	A	11.8	30	5,000	98	12	1.41	3.31	A	
Elkhart	C-066	155420J	CR 7	2	5,314	21.4	50	6,000	147	10	1.11	3.68	A	47 ?	50	6,200	336	10	1 13	8.60	В	
Gibson	C-025	342475L	BROADWAY	2	7,929	22.3	35	6,000	301	19	1.60	7 29	В	30.8	35	6,200	426	20	1.64	10.61	B	
Huntington	N-044	478270W	BRIANT ST	2	5,500	190	50	4,869	117	9	0.96	2.44	A	34.9	50	5,000	218	9	0.98	4.66	A	
Huntington	N-044	4782735	JEFFERSON ST	3	19,900	19.0	50	4,869	+22	21	1.33	3,38	A	34.9	50	5,000	789	22	135	643	B	
Huntington	N-044	478274¥	LAFONTAIN ST	2	8,600	19.0	50	4,869	182	14	1.08	2.75	A	34.9	50	5,000	341	14	1 10	5.23	В	
Lake	C-023	163620N	SHEFFIELD AVE	2	8,030	276	25	6,000	497	26	2.12	15.74	C	33.3	25	6,200	616	27	2 18	20.07	С	
ake	C-023	163621V	HOHMAN AVE	3	10,500	27.6	25	6,000	649	23	2.04	15.13	с	333	25	6,200	806	23	2.10	19.30	С	

Lake	C-023	1636271	CALUMET AVE		17.600	27.6	25	6,000	1089	28	2 19	16.23	с	33.3	25	6,200	1351	29	2.25	20.70	С	
Lake	C-023	-	COLUMBIA AVE	4	15.000	27.6	25	6,000	928	24	2.08	15.42	C	33.3	25	6,200	1151	25	2.14	19.67	с	
Lake	C-023		INDIANAPOLISAUS20	-	13.650	27.6	25	6.000	844	22	2.02	15.03	с	33.3	25	6,200	1047	23	2.08	1917	C	
Lake	C-023		RAILROAD AVE	4	7,500	27.6	25	6,000	464	12	1.82	13.48	B	33.3	25	6,200	575	12	1.87	17.20	с	
Lake	C-023		KENNEDY	4	7,325	27.6	25	6,000	453	12	1.81	13.44	B	33.3	25	6,200	562	12	1.86	17.15	С	
Lake	C-023		EUCLID AVE	4	7,500	27.6	25	6,000	464	12	1.82	13.48	B	33.3	25	6,200	575	12	1.87	17.20	с	
Lake	C-023		US ROUTE 12	4	14.820	27.6	25	6,000	917	24	2.07	15.37	С	33.3	25	6,200	1137	25	2.13	19.60	С	
Lake	C-024	_	STH AVE	4	13,220	00	30	6,000	0	18	1.73	0.00	٨	5.0	30	6,200	131	19	1.77	2.10	A	
Lake	C-024		CLARKE RD	2	7,500	0.0	50	5,600	0	13	1.14	0.00	٨	5.0	50	6,200	50	14	1.23	0.98	A	
Lake	C-026	_	ILLINOIS ST	2	7.880	10	35	6,000	13	19	1.60	0.33	٨	50	35	6,200	69	20	1.64	1.72	A	
Lake	C-027	_	COUNTYLINE RD	2	7,500	22.1	50	6,000	215	14	1.20	4.12	٨	38.6	50	6,200	384	14	1.23	7.55	B	
Lake	C-027		CLARK RD	2	7,250	22.1	50	6,000	207	14	1.19	4 08	٨	38.6	50	6,200	371	14	1.22	7.47	В	
Lake	N-047	522929F		2	7,500	43.4	45	5,600	433	14	1.23	8.53	В	60.3	45	5,000	554	13	1.13	10.05	B	
Madison	N-040	474600L	SR 9	2	14.351	2.0	40	4,869	49	27	1.64	0.67	A	11.8	20	5,000	393	48	2.92	9.58	8	• (b)
Madison	N-040		HARRISON ST	2	5 899	26	40	4.869	20	- 11	1.14	0.47	٨	11.8	20	5,000	161	20	2.03	6 66	B	• (b)
Porter	C-026		WASHINGTON ST	2	13.690	10	35	6,000	23	34	2.07	0.42	٨	5.0	35	6,200	119	34	2.12	2 22	A	
Porter	C-026		NAPOLEON ST	2	5.296	10	35	6,000	9	13	1.45	0.30	A	5.0	35	6,200	46	13	1.49	1.56	A	
Porter	C-066		CROCKER	2	6.800	21.4	50	6,000	188	13	1.17	3.88	A	47.7	50	6,200	430	13	1.20	9.08	B	
Porter	C-066		WILLOW CREEK FD	2	6.477	214	45	6,000	194	13	1.25	4.49	A	47.7	45	6,200	443	13	1.28	10.51	B	
St. Joseph	C-066		LIBERTY-MICHIGAN	2	5,942	214	50	6,000	165	11	1.13	3.76	٨	47.7	50	6,200	376	11	116	8.80	B	
Tippecanoe	N-045		FERRY ST	2	6,121	23.6	25	4,869	272	17	1.66	8.85	В	41.0	25	5,000	483	17	1 70	16.06	С	(c)
Tippecanoe	N-045	_	MAIN ST	2	7,654	23.6	25	4,869	340	21	1.76	9.37	B	41.0	25	5,000	604	21	1.80	17.01	С	(c)
Tippecanoe	N-045		COLUMBIA ST	2	8,546	23.6	25	4,869	380	23	1.82	9.71	В	410	25	5,000	675	24	1.86	17.61	с	(c)
Tippecanoe	N-045	484300A		2	7,890	23.6	25	4,869	351	21	1.77	9.46	В	410	25	5,000	623	22	1.81	17 16	с	(c)
Tippecanoe	N-045	484301G		3	8,565	23.0	25	4,869	381	15	1.63	8.72	B	41.0	25	5,1 ,0	676	16	1.67	15.82	С	(c)
Tippocanoe	N-045	484309L	4TH ST U 5 231	2	12,060	23.6	25	4,869	536	33	2.12	11.79	B	41.0	25	5,000	952	33	2.16	20.49	С	(c)
Tippecanoe	N-046	484290W		2	5,557	18.4	25	4,869	193	15	1.63	6.76	В	40.2	25	5,000	430	15	1.66	15 43	С	(c)
Tippecanoe	N-046	484292K		2	5,430	15.4	25	4,869	188	15	1.62	6.73	B	40.2	25	5,000	420	15	1.65	15.36	С	(c)
Tippecanoe	N-046		17TH & SALEM ST	4	6,323	15.4	25	4,869	219	9	1.50	6.23	B	40.2	25	5,000	489	9	1.53	14.21	В	(c)
Tippecanoe	N-046		UNION ST	2	9,955	184	25	4,869	345	27	1.93	8.02	B	40.2	25	5,000	771	28	1.97	18.30	C	(c)
Vanderburgh			W MARYLAND ST	2	5,720	22.3	25	6,000	286	18	1.94	11.66	B	30 8	25	6,200	406	19	2.00	17 03	C	
Vanderburgh	_		W FRANKLIN ST	4	15,328	22.3	25	6,000	766	25	2.09	12.54	В	30 8	25	6,200	1088	25	2.15	18.31	с	
Vanderburgh			OHIO ST	2	8,180	22.1	25	6,000	409	26	2.13	12.79	B	30.8	25	6,200	581	27	219	18.68	с	
Wabash	N-044	_	DAVIS ST	2	5,569	190	50	4,869	118	9	0.96	2.45	A	349	50	5,000	221	9	0.98	467	A	
Wabash	N-044	_	WABASH ST	2	9,840	190	35	4,869	270	20	1.47	4.85	A	14.9	35	5,000	506	21	1.50	9 27	B	
W abash	Carlosed .		in an an an an				1.15	1														

Indicates significant effect on crossing delay per stopped vehicle; Level of service not applicable.
 (a) Recommend separated grade crossing.
 (b) Recommend consultation between railroad and community.

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

ATTACHMENT II

Surface Transportation Board Section of Environmental Analysis Washington, DC 20423

PROPOSED CONRAIL ACQUISITION FINANCE DOCKET NO. 33388 FOUR CITIES HIGHWAY/RAIL AT-GRADE CROSSINGS TRAIN SPEEDS*

County	Seg. No.	Crossing FRA ID	Roadway Names	Number of Roadway Lanes	ADT	DEIS Train Speed (mph)	Track Chart Speed	Pre Acq. Adjusted Speed	Time Table Speed Rest.
Lake	C-023	163620N	Sheffield Ave.	2	8,030	25	35	30	25
Lake	C-023	163621V	Hohman Ave.	3	10,500	25	35	30	25
Lake	C-023	163627L	Calumet Ave.	4	17,600	25	35	30	25
Lake	C-023	162632H	Columbia Ave.	4	15,000	25	35	30	25
Lake	C-023	163635D	Indianapolis & US 20	4	13,650	25	35	30	25
Lake	C-023	1626375	Railroad Ave.	4	7,500	25	35	30	25
Lake	C-023	163638Y	Kennedy	4	7,325	25	35	30	25
Lake	C-023	163639F	Euclid Ave.	4	7,500	25	35	30	25
Lake	C-023	163643V	US Route 12	4	14,820	25	35	30	25
Lake	C-024	522912C	5th Ave.	4	13,220	30	30	25	25
Lake	C-024	522915X	Clarke Rd	2	7,500	50	30	25	25
Lake	C-026	522883U	Illinois St.	2	7,880	35	40	35	NR**
Lake	C-027	155632M	Countyline Rd	2	7,500	50	60	50	NR
Lake	C-027	155645N	Clark Rd.	2	7,250	50	60	50	NR
Lake	N-042	522929F	Calumet Ave.	2	7,500	45	40	35	40
Madison	N-040	474600L	S.R.9	2	14,351	40	49	45	40
Madison	N-040	474601T	Harrison St.	2	5,899	40	49	45	40
Porter	C-026	522867K	Washington St.	2	13,690	35	40	35	NR
Porter	C-026	522869Y	Napoleon St.	2	5,296	35	40	35	NR
Porter	C-066	155623N	Crocker	2	6,800	50	60	50	NR

Data for this table originated in the December 1997 Draft EIS and applicable railroad track charts and timetables which provided track rating and operating speed restrictions.
 NR - No Timetable Speed Restriction.

January 21, 1998

Administratively Confidential

MEMORANDUM

DATE	January 14,	1998
το:	John Mortor Ed Papazian	
FROM	W. Steve Le	e WSL
SUBJECT	Request from data	n the Four City Consortium for highway/rail at-grade crossing delay
ACTION RI	EQUIRED	Prepare immediate response
DATE REQ	UIRED:	January 16, 1998

The attached letter from the legal counsel (Michael Loftus) for the Four City Consortium requests that SEA provide additional data on the highway/rail at-grade crossing delay calculation to facilitate their review of the Draft EIS and negotiations with the roilroads.

Please review the letter, contact the Mr. Loftus for clarification if necessary, and prepare a response for SEA review no later than **noon Friday**, **January 16**, **1998**. As you know, these communities are areas of concern and are "consultation communities."

Attachment

cc: Mike Dalton Bonnie Nixon Charles Gardiner

-1-



WILLIAM L. SLOVER C. MICHAEL LOFTUS DONALD G. AVERY JOHN H. LE SEUR KELVIN J. DOWD ROBERT D. ROSENBERG CHRISTOPHER A. MILLS FRANK J. PERGOLIZZI ANDREW B. KOLESAR 111 JEAN M. CUNNINGHAM PETER A. PPOHL SLOVER & LOFTUS ATTORNEYS AT LAW 1224 SEVENTEENTH STREET, N. W. WASHINGTON, D. C. 20036



ENV

DOCUMENT

January 12, 1998

BY HAND DELIVERY

Elaine K. Kaiser Environmental Project Director Section of Environmental Analysis Surface Transportation Board ATTN: STB Finance Docket No. 33388 1925 K Street, N.W. Washington, D.C. 20423-0001

> Re: Finance Docket No. 33388 CSX Corporation and CSX Transportation Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/Agreements -- Conrail Inc. and Consolidated Rail Corporation

Dear Ms. Kaiser:

The Cities of East Chicago, Indiana; Hammond, Indiana; Gary, Indiana; and Whiting, Indiana (collectively, the "Four City Consortium" or the "Four Cities") hereby request that the Board's Section of Environmental Analysis ("SEA") provide them with additional information concerning the train speed inputs used by SEA's environmental contractor in calculating vehicle delay times at certain at-grade rail/highway crossings in the Four Cities area that will be adversely impacted by the Applicants' operating plans after the Conrail control transaction is consummated. The vehicle delay times calculated by SEA's contractor are included in the Draft Environmental Impact Statement ("DEIS") in the above proceeding served on December 12, 1997.

The information requested is necessary to enable the Four City Consortium to provide meaningful comments with respect to the DEIS's analysis of the environmental impacts of the Conrail transaction on the Four Cities region. Such comments are due on February 2, 1998. The information requested may also be useful in facilitating a negotiated solution to the problems raised by the Four Cities, as suggested by SEA, which would avoid Elaine K. Kaiser January 12, 1998 Page 2

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the necessity for asking the Board to impose environmental mitigating conditions.

On October 21, 1997, the Four City Consortium filed Comments and Requests for Conditions in this proceeding which described certain negative environmental impacts from the Applicants' proposed division of Conrail. The negative impacts result primarily from Applicants' plans to move more traffic over line segments containing numerous highway/rail grade crossings. The Four Cities' Comments propose an Alternative Routing Plan that was developed to mitigate these negative environmental and related impacts, while requiring only minimal adjustments to the Applicants' proposed operating plans.

In the DEIS, SEA recognizes the concerns raised by the Four City Consortium, and recommends that the Applicants consult with the Four Cities and other appropriate parties to address the potential traffic delay and safety concerns raised by the Four Cities with respect to certain rail/highway grade crossings. (DEIS, Volume 3A, Chapter 5 at page IN-85.) The Four Cities and the Applicants are in the process of attempting to negotiate a mutually-acceptable agreement for measures to address these problems (which may include aspects of the Alternative Routing Plan). The first meeting of the parties for this purpose took place last Friday, and further meetings will be held in the near future.

One of the principal issues in dispute between the Four Cities and the Applicants is the amount of delay time that is or would be incurred by vehicles at certain rail/highway grade crossings in the Four Cities region that are impacted by the Applicants' operating plans. Crossing delay times are influenced heavily by train length and speed, among other factors. In order to be able to comment intelligently on the DEIS and respond to the Applicants' contentions, it is critical for the Four Cities to know what train speeds and other assumptions were used by the SEA's environmental contractor in developing crossing delay estimates for these crossings.

The DEIS indicates that SEA has analyzed 15 at-grade rail/highway grade crossings in the Four Cities area for vehicle delay. (Id., Volume 3A, Chapter 5 at page IN-84.) The Four Cities' consultant has inquired informally of SEA's environmental contractor as to the inputs used to calculate delay times for these crossings, including the train speeds used. However, the contractor would not divulge the specific train speeds or other assumptions used in developing delay times for the 15 crossings studied. Elaine K. Kaiser January 12, 1998 Page 3

Accordingly, the Four City Consortium requests that SEA furnish it with the following inputs and assumptions used by SEA's environmental contractor in calculating the crossing delay times for the 15 grade crossings studied:

1. A list of all grade crossings in the Four Cities that were evaluated.

 For each crossing evaluated (please provide the data separately for pre-and post-acquisition):

a. The number of trains assumed to use the crossing daily.

- b. The train lengths assumed.
- c. The train speeds assumed and the manner in which those train speeds were determined (if actual speeds, the source of the information concerning such speeds; if not actual speeds the basis for the speeds (e.g., FRA data, railroad timetable) and any adjustments made to approximate more closely actual speeds.
- d. Any assumptions as to train weight and power (drawbar horsepower).
- e. Average Daily Vehicular Traffic.
- f. The number of vehicle lanes in each direction.
- g. The number of tracks at the crossing.
- h. The warning devices at the crossing.

In order to be able to make meaningful use of this information both in the settlement discussions with the Applicants and in preparing comments on the DEIS, the Four Cities respectfully request that it be provided to their undersigned counsel at the earliest practicable date. If SEA is unable to provide all of the data requested in a timely manner, the most critical items of information needed by the Four Cities are the Elaine K. Kaiser January 12, 1998 Page 4

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pre- and post-acquisition train lengths and train speeds used in conducting the crossing delay studies.

Sincerely,

dof

C. Michael Loftus An Attorney for the Cities of East Chicago, Indiana; Hammond, Indiana; Gary, Indiana; and Whiting, Indiana (collectively, The Four City Consortium)

CAM:mfw

cc: Hon. Vernon A. Williams Dennis G. Lyons, Esq. Richard A. Allen, Esq. Paul A. Cunningham, Esq. Administratively Confidential

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nse to Four City Consortium Request for info. DATE DISTRIBUTED: 1/23/98 SENDER: BF

CONRAIL ACQUISITION ENVIRONMENTAL ANALYSIS Information Distribution/Routing

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	Julia FARR
	Lee GARDNER

APPLICANTS

	Mary SPRAGUE (CSX)
	Peter SHUDTZ
-	Carl GERHARDSTEIN
-	Andrew PLUMP
-	Bruno MAESTRI

COMMENTS:

De LEUW, CATHER

Winn FRANK	
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Li BOCCIA	
John COOK	-
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James GREGORY	-
Carmen GILOTTE	-
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-	Todd BURGER (ADL)
-	Nancy ROBERTS
_	David COATE (Acentech)

HDR ENGINEERING

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x	John MORTON
	Margaret BALLARD
	David CHEENEY
	Mark WOLLSCHLAGER
	Bill BURGEL
	David BIRKS (NE)
	John LAZARRA (IL)
	Barry WHARTON (FL)
	Ed LIEBSCH (MN)
	Bill JEFFORDS (Richmd)
	Sue YOUNG (Richmd)
	John RUSHING (GA)
x	Michelle HOLLAND

PUBLIC AFFAIRS MGMT

	Bonnie NIXON
1	harles GARDINER
(Dlivia PERREAULT
x N	Matthew ROYCE

TITLE	: Re. 00
DATE	DISTRI









CITY OF MADISONVILLE Phillip H. Terry Mayor

January 20, 1998

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

Attention: Elaine K. Kaiser, Environmental Project Director, Environmental Filing

Dear Ms. Kaiser:

Re: Draft Environmental Impact Statement -Recommended Mitigation for Kentucky

This letter concerns the Draft Environmental Impact Statement (DEIS) issued by the Board's Section of Environmental Analysis on December 12, 1997, that directs CSX to consult with appropriate authorities in the Commonwealth of Kentucky regarding Acquisition-related impacts. Specifically, the DEIS directs CSX to consult with the City of Madisonville concerning a grade separation at West Noel Avenue, DOT# 345-331 S.

The Kentucky Transportation Cabinet is the designated, lead agency overseeing these matters. The need for grade separations is determined by the Cabinet through a comprehensive statewide planning process and through input from local officials. This mitigation recommendation is best addressed through their existing procedures. The City's position is that mitigation is not warranted at this time

Further, please note that the recommended grade separation is not appropriate for this site. West Noel Avenue is located within an established residential area next to

> P.O. Box 705 • Madisonville, KY 42431 • (502) 824-2100 • Fax (502) 821-0271 City Web Page: http://www.kymtec.com E-Mail: mayor@wko.com

Elaine Kaiser Surface Transportation Board January 20, 1998 Page 2

the University of Kentucky Business and Technical Assistance Center and across Main Street from the First Baptist Church. Construction of a grade separation would have numerous adverse consequences.

While the City appreciates the Board's interest, we prefer not to disrupt our community by grade separating West Noel Avenue.

Sincerely,

.

CITY OF MADISONVILLE

Philip H. Terry

Philip H. Terry Mayor

cc: Jay Westbrook, CSX



City of Erie

Joyce A. Savocchio, Mayor

Jeffrey E. Spaulding Director of Economic & Community Development

ENVIRONMENTAL DOCUMENT

January 9, 1998

Elaine K. Kaiser, Chief Section of Environmental Analysis Surface Transportation Board Washington, DC 20423 CENTRAL ADMINISTRATIVE UNIT REC'D: 20 WP DOCUMENT # 1/21/98 10 18 34 APT

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

Dear Ms. Kaiser:

Thank you very much for your recent communication concerning input regarding the draft Environmental Impact Statement on the referenced project. The draft EIS refers to the fact that the City of Erie's 19th Street tracks will be removed as part of the consolidation effort. At this point, our primary concern is to ensure that industrial rail customers along this route continue to receive necessary service for their current and future industrial needs. If the appropriate sidings are still available to access customers and suppliers, the removals in other sections would be of great benefit to north/south automobile traffic flow in the City of Erie.

We are also concerned that after the tracks are removed, that the appropriate highway intersection geomotries are put back in place. The railroad tracks currently create much longer and wider crossing points than would be typical, and these should be adjusted as part of the reconstruction process.

We would very much appreciate your assistance in helping us to ensure that local expectations are met as part of this very complicated process.

Sincerely,

Loyce a Lavoretio

Joyce A. Savocchio Mayor

JAS:smw





Parris N. Glendening Governor

ENVIRONMENTAL January 05, 1998 DOCUMENT

Ms. Elaine K. Kaiser Environmental Project Director Section of Environmental Analysis Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001 Ronald M. Kreitner Director

CENTRAL ADMINISTRATIVE UNIT REC'D: 20 10 10 44 40 Am

Reply Due Date:	January 28,1998
State Application Identifier:	MD971222-1116
Project Description:	DRAFT EIS - Proposed Conrail Acquisition CSX Corporation and CSX
	Transportation, Inc. Norfolk Southern Corporation and Norfollk Southern Railway
	Company
State Clearinghouse Contact:	La Verne Grav

Dear Ms. Kaiser:

This letter acknowledges receipt of the referenced project. We have initiated the Maryland Intergovernmental Review and Coordination Process (MIRC) as of the date of this letter. You can expect to receive review comments and recommendations on or before the reply date indicated. <u>Please place the State Application Identifier Number on all documents and correspondence regarding this project</u>.

This project has been sent to the following agencies or jurisdictions for comment: The Maryland Departments of <u>Budget and</u> <u>Management</u>, <u>Business and Economic Development</u>, <u>Housing and Community Development including the Maryland Historical</u> <u>Trust</u>, <u>Natural Resources</u>, and <u>Transportation</u>; <u>Baltimore City</u>; <u>Allegany</u>, <u>Baltimore</u>, <u>Cecil</u>, <u>Frederick</u>, <u>Harford</u>, <u>Howard</u>, <u>Montgomery</u>, <u>Prince George's</u>, and <u>Washington Counties</u>; <u>Wilmington Area Planning Council</u>, <u>Baltimore Metropolitan Council</u>, <u>Maryland National Capital Parks and Planning Commission-Montgomery County</u>, <u>Maryland National Capital Parks and</u> <u>Planning Commission-Prince George's County</u>, <u>Metropolitan Washington Council of Governments</u>, <u>Tri-County Council for</u> <u>Western Maryland</u>; and the <u>Maryland Office of Planning</u>.

Your participation in the MIRC process helps to ensure that this project will be consistent with the plans, programs, and objectives of State agencies and local governments. Issues resolved through this process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions concerning this review, please contact the staff person noted above. Thank you for your cooperation.

Sincerely,

Lunda C. Janey Linda C. Janey, J.D.

Manager, Clearinghouse & Plan Review Unit

LCJ:LG:okk





BUCYRUS HISTORICAL SOCIETY 202 8 WALNUT ST - BUCYRUS, OHIO 44820

Jan. 12, 1998

Elaine K. Kaiser

Environmental Project Dir. Section of Environmental Analysis SURFACE TRANSPORTATION BOARD 1925 K Street NW, 5th Floor/Suite 500 Washington, DC 20423-0001

In response to your recent correspondence of Dec. 19, 1997 re Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail, we submit the following for the record and for your further action if necessary.

The Bucyrus Historical Society now owns the building known as the Toledo and Ohio Central Railroad Passenger Station, located on E. Rensselaer Street in Bucyrus, Ohio. Norfolk Southern has also pledged to deed us a 110 ft. by 230 ft. parcel, appr. .58 acre, on which the building stands. This parcel will not interfere with the N/S plan for a spur line in the area.

Also, part of our agreement with N/S is <u>first refusal</u> on any or all elements of the old T & OC Freight Station, located across the street from the passenger station. It is our understanding the freight station is scheduled for demolition, for construction of the spur line.

Current owner of the freight <u>building</u> is Quinn Brothers, a local contractor. We are assuming they will be adequately compensated for the loss of this property.

It is also our understanding duinn Brothers is interested in gaining the contract for demolition of that building. We would be in favor of this <u>if</u> our first refusal rights are made clear to them before anything is removed and demolition is begun. If they are not in agreement with this, we would recommend another local contractor be selected for the demolition work.

Sincerely,

Ben Anslow, Jr., Committee Chairman BUCYRUS HISTORICAL SOCIETY, Station Project 1090 Mary Ann Lane, Bucurus, Ohio 44820

(Please direct correspondence to this address.)



ROBERT W. McKNIGHT

Railway Signaling Historian 1600 East Avenue, Apt. 1112 Rochester, New York 14610-1633 Tel: (716) 256-1342

256 9407

January 20, 1998

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

Dear Ms. Kaiser:

Can you please send me a copy of the Draft Environmental Impact Statement- Proposed ConRail Acquisition (9 volumes). This is under STB Financial Docket 33388.

As a concerned citizen, I live about 400 ft south of the right-of-way fence of the ConRail Chicago mainline.

Also, as a graduate electrical engineer, I have spent over 35 years in technical reporting on railroad communications and signal systems for Railway Age trade magazine, and eight years as Director of C&S Engineering for the Association of American Railroads.

Also, as a Senior Life Member of the Institute of Electrical & Electronics Engineers and a member of the Transportation Research Board Committee A2MO2 Electrification and Guided Ground Transportation Advanced Control Systems, I probably would like to comment on issues of safety involving communications and signaling.

Your cooperation is much appreciated. Cordially yours,

Robert W. Mehright

ENVIRONMENTAL DOCUMENT

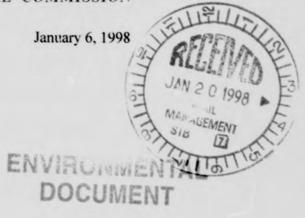




STATE OF CONNECTICUT CONNECTICUT HISTORICAL COMMISSION

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

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



Dear Ms. Kaiser:

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

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

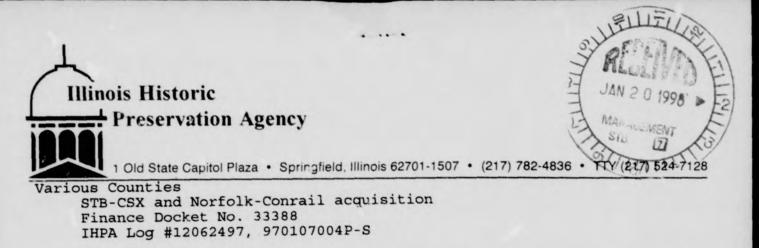
We recommend that the responsible agency provide concerned citizens with the opportunity to review and comment upon the proposed undertaking in accordance with the National Historic Preservation Act of 1966 and the Connecticut Environmental Policy Act.

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

Sincerely

John W. Shannahan Director and State Historic Preservation Officer





January 13, 1998

Elaine Kaiser Environmental Project Director Environmental Filing Surface Transportation Board 1925 K Street, NW Washington, DC 20423-0001 ENVIRONMENTAL DOCUMENT

Dear Ms. Kaiser:

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

Anne E. Haaker Deputy State Historic Preservation Officer

AEH: TAS c: Paul McGinley



Don. L. Gaerttner 1100 Pike Street, AP-5758 Huntingdon, Pa 16654-1112

1998

January 13th

Att: Elaine K. Kaiser Environmental Project Drector Environmental Fling Office of the Secretary, Case Control Unit Finance Docket Number #33388 Surface Transportation Board 1925 K. Street, N.W. Washington, D.C. 20423-0001

ENVIRONMENTAL DOCUMENT

Re: 19th Street Railroad Tracks, Erie, PA

Dear Elaine K. Kaiser:

This is my thought, and opinions, among comments concerning the railroad tracks running through Erie, Pa on 19th Street.

I was born in the family home in 1938 on 19th street, where the trains ran every 15 minutes just so many feet from our home. From 1938 until this very time, my family and all other families throughout the Nickle Plate route of those trains have been complaing about those tracks for many good reasons.

As I see it today, and for many years previously (25 to be exact), I see absolutely **no** reason why those tracks should be there anymore. Very few trains run through that district anymore, and, there is **no** justifiable reason why any trains could not be reverted and transferred over to the New York Central tracks lower in town, known as the 15th street tracks.

I cannot count the accidents and lives lost because of those tracks over the past years they have been there. I saw numerous ones uncountable. And it must have cost the Railroad companies millions for reparations and in insurance claims over those many years too.

I for one oppose those tracks being in front of my home in Erie. The state could gain from a state straight highway going through 19th street in its

place. Thank you kindly.

. J. Macritner



ENVIR OMMENTAL DOCUMENT





The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth Massachusetts Historical Commission

January 13, 1998

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

RE: Proposed Conrail Acquisition by CSX Corporation and Norfolk Southern (NS) Railroads, Statewide, MA Financial Docket Nc. 33388 (MHC# 19523)

Dear Ms Kaiser:

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

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

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

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

Sincerely.

Judite B. Mc Danough

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



DOCUMENT

Federal Surface Transportation Board Section of Environment Analysis 1925 K Street, NW Washington, DC 20433

ATTENTION: Document Number FD33388

Gentlemen:

This letter is a plea to you to prevent the addition of any rail freight traffic on the Cleveland-Vermilion line of Norfolk and Southern Railroad.

This plan would disrupt so many lives, disturb the peace of beautiful neighborhoods, endanger the health of thousands of people from coal dust exposure, noise pollution, the potential danger of toxic chemicals, and the economic consequences of decreased property values and tax revenues would be devastating.

Our home is in Lakewood. Ohio where we have 27 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day. Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city. More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

Again, please consider the health and safety of thousands of residents in Northern Ohio and prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Sincerely.

giar leve

4805 Lake la Lokewood Ca 44107 216)228-5719

Weddelieve & Cody Greeky

MAIL

MANAGEMENT

STB



GOVERNMENT OF THE DISTRICT OF COLUMBIA DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

OFFICE OF THE DIRECTOR





October 24, 1997

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

- - WILLING

Dear Ms. Kaiser:

The DC Historic Preservation Division has received your letter of October 2. 1997 regarding the Railroad Control Application for the consolodation of CSX, NS and Conrail railroad lines in the District of Columbia. We concur with the Surface Transportation Board's finding that this consolodation project will result in No Effect on properties listed or eligible for listing on the National Register of Historic Places.

It is our understanding than if and when any physical alterations to the rail lines or supporting structures, such as the Virginia Avenue Tunnel, are proposed that a separate review will be initiated.

Sincerely.

uppe Cion

Hampton Cross State Historic Preservation Officer



SURFACE TRANSPORTATION BOARD Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Mr. David D. Wells State Historic Preservation Officer Director, Department of Consumer and Regulatory Affairs 614 H Street, NW Suite 1120 Washington, DC 20001

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Mr. Cross:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB's review of the ER indicates that in Washington DC, there are to proposed changes to rail line segments, rail yards, or intermodal facilities, and no new construction projects. While traffic increases are anticipated on two Conrail segments

¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

(Anacostia to Virginia Avenue and Virginia Avenue to Potomac Yard), no construction or changes to rail line segments are proposed in this Acquisition. Increased traffic is limited to the moving and handling of more rail cars on the existing trackage. Increased traffic does not have the potential to affect historic or cultural resources since the railroad traffic is part of the historic setting and does not involve ground disturbance or physical alteration of the existing facilities.

No rail lines are proposed to be abandoned and no other Acquisition related activities are proposed. However, it has been noted that CSX proposes to make clearance modifications to the Virginia Avenue Tunnel. The STB has requested CSX to define this proposed work and whether it is a component of the Acquisition. As soon as the requested information is received from CSX, the STB will evaluate the potential for effect on historic and cultural resources under Section 106 and will continue consultation with your office.

Except for the clearance modifications to the Virginia Avenue Tunnel, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in Washington, D.C. and that Section 106 consultation with your office has been completed in accordance with the rules and regulations found in 36 CFR Part 800.5b. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

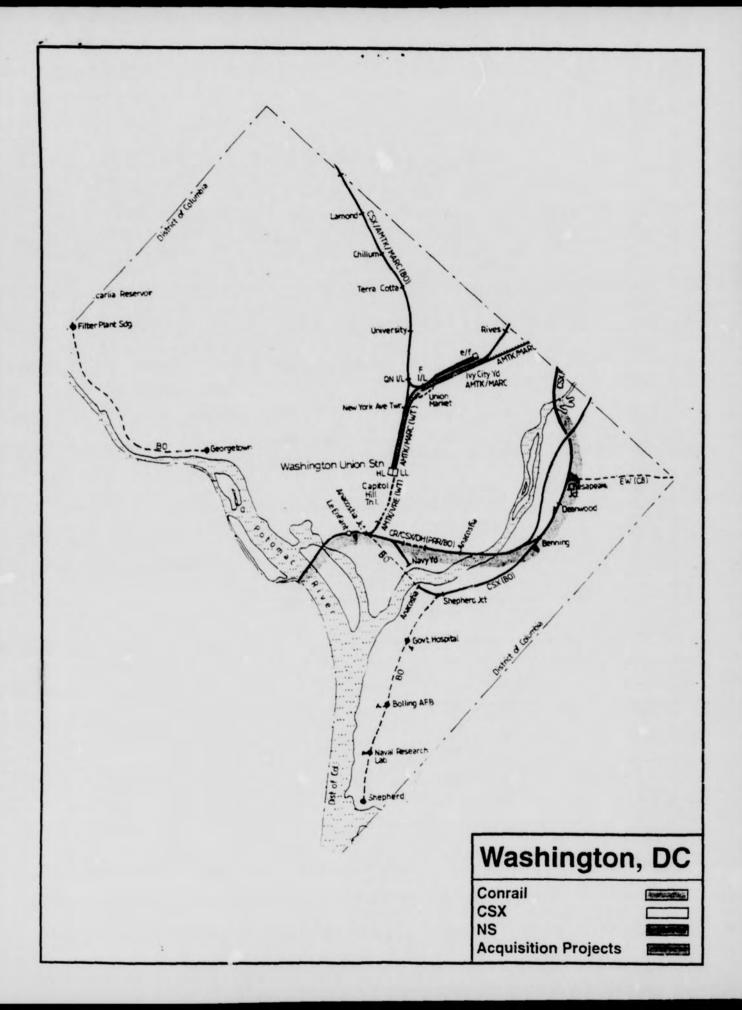
Sincerely yours,

Claire & Fairer

Elaine K. Kaiser Chief Section of Environmental Analysis

Enclosure: District of Columbia "Railroad Map"

cc: Paul McGinley, McGinley Hart John Morton, HDR Engineering William Novak, DeLeuw, Cather Barry Wharton, HDR Engineering







10-21-31

September 8, 1997

...

George V. Voinovich · Governor Donald C. Anderson · Director

14104

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Mr. Carmen Gilotte DeLeuw, Cather & Company 1133 15th St., N.W. Washington, D.C. 20005

10:08 FRUM DE LEUW CAINER

CENTRAL ADMINISTRATIVE UNIT REC'D: 10/27/97 DOCUMENT # 11/0 97 11:28 28 AM

Dear Mr. Gilotte:

We recently received notification of your proposed project as indicated in a Surface Transportation Board letter dated August 22, 1997 regarding the NS and CSX acquisition of Conrail. The project areas of interest indicated in the letter consist of the CSX Collinwood Yard intermodal facility and the NS Vermilion connection.

As described in the project documentation attached with the letter, neither project area is located in the designated Coastal Area of Lake Erie. The Ohio Coastal Management Program (OCMP), recently approved, requires that any project that is situated in the designated Coastal Area must be consistent with the policies of the OCMP.

Since our understanding of these projects suggests that the proposed constructions will occur outside of the designated Coastal Area of Lake Erie, the applicant will not be required to document that the projects are consistent with OCMP policies.

Please address any requests for determinations of potential environmental impacts within a designated coastal zone and its consistency with Ohio's coastal zone management plan to my attention in the future. If you have any questions or need additional information contact me at 614-265-6411.

Sincerely,

Kim Bake

Kim Baker, Environmental Administrator Resource Management Section Division of Real Estate and Land Management



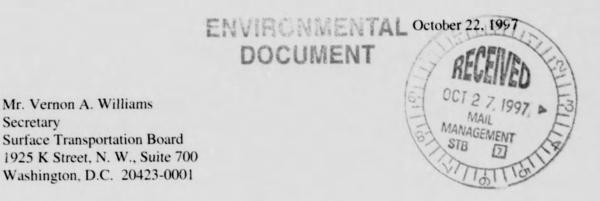


United States Department of Agriculture

Secretary

Natural Resources Conservation Service

200 North High Street **Room 522** Columbus, Ohio 43215



Finance Docket No. 33388 -- CSX and Norfolk Southern -- Acquisition and Control -Re: Conrail: Environmental Assessment; Finance Docket No. 333858 (Sub Nos. 1.3.4, and 7).

The Natural Resources Conservation Service (NRCS) has reviewed your Environmental Assessment(s) for prime agricultural land issues. Information covered in these assessments address our concerns. These proposed rail line construction(s) site(s) will be required to have completed Farmland Protection Policy Act (FPPA), form(s) AD 1006. The local NRCS office, for each site, will be able to assist with the prime agricultural sections of this form.

Thank you for including the Natural Resources Conservation Service in your review of these proposed projects.

Sincerely,

PAUL DEARMAN Assistant State Conservationist for Technology



1200 COUNTY-CITY BUILDING SOUTH BEND, INDIANA 46601-1830



PHONE 219/235-9371 Fax 219/235-9071 TDD 219/ 235-5567 44/52

PAGE

CENTRAL ADMINISTRATIVE HAN I SOUTH BEND STEPHEN J. LUECKE, MAYOR REC'D: 10/22/92 COMMUNITY & ECONOMIC DEVELOPMENT DOCUMENT # 11/6/97 9.52 24 AM

JON R. HUNT EXECUTIVE DIRECTOR ANN E. KOLATA DEPUTY EXECUTIVE DIRECTOR

October 3, 1997

Mr. Carmen Gilotte DeLeuw, Cather & Company 1133 15th Street, N.W. Washington, DC 20005

Re: Finance Docket No. 33388 Dillon Junction Rail Line Abandonment

Dear Mr. Gilotte:

Thank you for your letter of September 26, 1997 offering the City of South Berd an opportunity to comment on the proposed abandonment noted above. Although I am responding several days after your October 1, 1997 deadline, I hope that the comments noted below can still be of assistance to you.

The City was made aware of the abandonment on June 25, 1997 through a letter from the Railsto-Trails Conservancy. Subsequently, the St. Joseph County Parks Department filed for Public Use Condition/Interim Trail Use. The City supports the County's application.

Approximately two miles (from MP SK2.5, west) of the Dillon Junction abandonment falls within the corporate limits of the City. The predominant land use on either side of the track on the east end of the noted two miles is used industrially and is zoned "E" Heavy Industrial. The remaining mile, also zoned "E" Heavy Industrial, is prime agricultural land and is planted in crops. Just south of the eastern terminus of the abandonment, is the Rum Village neighborhood, a neighborhood that the City is actively involved in relative to public works projects. The abandonment in itself would not conflict with planned public improvements.

St. Joseph County, along with the City, are in the preliminary stages of developing a comprehensive land use plan. The current zoning classification on either side of the track supports a variety of industrial uses. I would anticipate that that would continue to be supported by long range planning. Due to the cost of demucking, I would further anticipate that what is not currently developed, will remain as cropland in the foreseeable future.

REDEVELOPMENT ANN E. KOLATA 219/235-9371	BUSINESS ASSISTANCE & DIVELOPMENT DONALD E. INIS 219/235-9335	FRANCIAL & PROGRAM MARACEMENT FLIDARTTI LIDNARD 219/235-9335	BUREAU OF HOUSING KATIRYN BAUMGAFINER S21 ECHTSE PLACE 219/235-9475	PLANNING & NEIGHBORHOOD DEVELOPMENT PANELA C. METER 219/235-9660
			Fax: 219/235-9469	9 Fax: 219/235-9607

10-21-97 10:1 FROM DE LEUW CATHER AND LU

There is active interest in developing a county-wide trail system in St. Joseph County. Preliminary steps are being taken to coordinate the County and City efforts in this regard. The City of Mishawaka will also be included in this effort. South Bend already has an extensive river walk and bike network. This network will eventually link with the river network that the City of Mishawaka is developing, and that the County has developed. St. Joseph County is also actively pursuing purchase of a two mile abandoned rail line north of South bend, to the Michigan State line. This segment will eventually connect to the Kalhaven Trial in Michigan. South Bend is currently pursuing the abandonment of the Plymouth Industrial Track (STB Docket No. AB-167 (Sub-No. 1165X) as a future link to the developing system.

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I MUL

20152

As a final comment, the Dillon Junction abandonment wraps around one of the top two state parks in Indiana, Potato Creek State Park (Figure 3-5d of the Burns & McDonnell exhibit, and indicated on the map as "State Recreation Area"). The possibility and opportunity to link the South Bend/Mishawaka urban area with this premier recreational facility by trail, cannot be underestimated. Not only can a well developed, regional trail system provide quantifiable quality of life issues, but the tourism potential also cannot go unnoticed.

Thank you for the opportunity to comment. Please call if I can be further assistance.

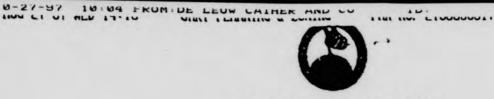
Sincerely,

Larry Marliozzi. Assistant Director Division of Planning & Neighborhood Development.

œ: Jon Hunt

Lavrail07





CITY OF GARY

PLANNING & ECONOMIC DEVELOPMENT

401 BROADWAY, ROOM B-S CARY, INDIANA 46402

(219) 881-1332 . FAX (219) 886-0517

SCOTT L LING, MAYOR SUZETTE RACCS, DEPUTY MAYOR

10-27-97

JAMES D. CRAIG Zin Adulta

197938.02 AM

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/27/97

DOCUMENT # //

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August 27, 1997

Carmen Gilotte DeLeuw, Cather and Company 1133 15th Street, N. W. Washington, D.C. 20005

RE: Environmental Analysis

Dear Mr. Gilotte:

Please be informed that we have reviewed the proposal for construction of a proposed Rail Line Connection within our City as it relates to Environmental Concerns and its effect on our Comprehensive Plan and Long Term Planning Objectives.

The area involved is within a Residential District and is projected to remain as such.

The new Rail Line will be within an existing Railroad Right-ofway and therefore, will not create any conflict with existing uses or the environment as far as this office can determine.

Its not within a designated floodplain.

We do not have any designated Costal Zones nor is this location considered Prime Agricultural Farmland.

We trust this correspondence will help you assess your review of any environmental impact this project presents.

However, please feel free to contact this office should you need additional information.

Sinceroly James D. Craig Zoning Administrator

JDC:1c cc: Roland Elvambeuna, City Engineer



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FALL

CENTRAL ADMINISTRATIVE UNIT REC'D: 10/27/27 DOCUMENT # 11/6/97 11:23:53 AI

20/52

City Planner 165 North Schuyler Kankakee, Illinois 60901 (815) 936-7320 - Fax (815) 936-7314

September 18, 1997

10:03

10-27-97

Mr. Carmen Gilotte De Lewu, Cather & Company 1133 15th Street, N.W. Washington, DC 20005

Re: Environmental Analysis - Rail Line Segment Construction

FRUM : DE LEUW CATHER AND

Dear Mr. Gilotte:

In response to your enclosed letter of August 21, 1997, please note the following:

 The proposed rail line segment construction project is not inconsistent with the City's comprehensive plan (currently under development) as the proposed land use and zoning classification of the subject property is industrial; and,

2. The proposed rail line segment would have little or no effect on agricultural lands.

Should you have any further questions or require any additional information, please give me a call.

Sincerely,

David A. Schaeffer City Planner

Encl.

DAS/dh



BOARD OF COUNTY COMMISSIONERS

> Terry Boose Larry Silcox Karen Wilhelm



10:

180 Milan Avenue Norwalk, Ohio 44857-1195 Telephone (419) 668-3092 FAX (419) 663-3370

September 16, 1997

received

Mr. Carmen Gilotte DeLeuw, Cather & Company 1133 15th Street, N.W. Washington, DC 20005

CENTRAL ADMINISTRATIVE UNIT REC'D: 10/27/2; 1:34.01 PM DOCUMENT #

Dear Mr. Gilotte:

In response to your request for an assessment of potential environmental impacts of the proposed rail line segment construction in Greenwich, Ohio, please see the attached communications.

The communications from Huron County Emergency Management Assistance and Huron County Soil and Water Conservation District identify the concerns related to this project.

Thank you for your consideration of these concerns. Please feel free to contact our office at 419-668-3092 at any time for further discussion.

Huron County Commissioners

Karen Wilhelm, President

Terry Boose, Vice President

Huron County Emergency Management Agency



113-21-31

William L. Ommert, Coordinator, 180 Milan Avenue, Norwalk, Ohio 44857 Phone: 419-663-5772 Fax: 419-668-5909



PAGE

34/52

September 15, 1997

CENTRAL ADMINISTRATIVE UNIT REC'D: ______ DOCUMENT # _____

Board of Huron County Commissioners 180 Milan Avenue Norwalk, OH 44857

0:13 FRUM DE LEUW CAIMER AND

RE: Surface Transportation Environmental Study - Greenwich Railroad Expansion

111:

Dear Board of Commissioners:

After reviewing material and conferring with Cary Brickner, Chief Art Evans, Mike King, and Mayor Fishbaugh, I have the following recommendations:

- Emergency public access will be jeopardized for residents living north and west of the current Conrail right-of-way due to the increased number of trains and switching taking place at the diamond area. This means, police, fire, and ambulance services may not be able to respond to residents in the above mentioned area.
- The Village of Greenwich is concerned about street damage (hauling fill) for the improved area.
- 3) Fair and equitable treatment for property owners. Whose property will be taken?
- Culverts and drainage areas will need to be enlarged to handle storm waters (see attached letter from Cary Brickner).

Please send these comments to the Surface Transportation Board as some of these are life threatening.

Sincerely yours,

Sel Omment

Bill Ommert, Director Huron County Emergency Management Agency

10:14 FRUM DE LEUW CATHER AND CU

HURON SOIL & WATER CONSERVATION DISTRICT

8 Fair Road, Norwalk, Ohio 44857 (419) 668-7645 (419) 668-5143

DRAINAGE RECOMMENDATIONS

10:

CENTRAL ADMINISTRATIVE UNI REC'D:_____ DOCUMENT #

Involving

CSX TRANSPORTATION, INC Connection Construction Greenwich, Ohio September, 1997

Submitted by: Cary Brickner, District Manager / Drainage Coordinator

Four separate drainage crossings have been identified along the proposed connection construction. (See attached map with location and numbering)

Recommendations:

10-27-97

Crossing #1 - the 30" inch cast iron pipe needs to be extended at least 10 feet beyond the proposed toe of slope on both the north and south side such as to prevent ballast stone and other debris from rolling down the slope and obstructing the free flow of runoff.

- The condition of the existing 30" culvert needs to be inspected and repaired. It appears as though the tongue and grove culvert pipe have separated. A sink hole was observed between the rails and ties above.

- Crossing #2 is a 10 inch clay tile which was observed to be crushed and obstructed. This tile should be repaired and replaced within the width of the right of way or relocated and outleted to the west along the south side of the railroad into the drainage ditch located about 300 feet to the west.
- Crossings #3 & #4 #3 is a 48" cast iron tongue and groove culvert pipe and #4 in an open span bridge. Both appear to be of sufficient size and depth. Both need to be extended at least 10 feet beyond the proposed toe of slope on both the north and south side such as to prevent ballast stone and other debris from rolling down the slope and obstructing the free flow of runoff.

THUE JOIDE





MAX CALL

6 N. Vermillon Denville, Elinais 61832 (217) 431-2555

COUNTY BOARD VERMILION COUNTY ILLINOIS

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IN:

September 11, 1997

10-27-97 10:13 FRUM: DE LEUW CATHER AND CO

Mr. Carmen Gilotte DeLeuw, Cather & Company 1133 15th Street, N.W. Washington, DC 20005 Fax: (202) 775-3468 CENTRAL ADMINISTRATIVE UNIT REC'D: 10/27/97 DOCUMENT # 116/97 129.06Pm

FAUE

31/ 04

RE: Finance Dockett No. 333388 -- CSX and Norfolk Southern Control and Acquisition -- Conrail: Agency Consultation or Abandonments

Replies to your questions follow:

Question # 1

Determine the consistency of the proposed abandonment with your future comprehensive land-use plan and map. Please identify:

(a) The future land use plan classification for the area of the new proposed abandonment.

(b) Any potential inconsistent land uses created by the proposed abandonment.

Answer # 1(a)

The county of Vermilion does not have zoning. There is no known plan of land use for subject area.

Answer # 2(b)

I would imagine that "Rails for Trails" might show an interest after abandonment.

There will probably be some interest shown by adjoining farmers.

Question # 2

Determine and confirm any potential effect on prime agricultural lands (based on the attached U.S. Natural Resources Conservation Service definition).



Answer # 2

10-21-31 10:13 FRUNIUE LEUN CAINER MAD CU

Although prize agricultural land does exist along this line, I can't envision much of an impact to the land.

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Question # 3

Determine and confirm any effect on land or water resources within a designated coastal zone and its consistency with the coastal zone management plan.

Answer # 3

I don't see any impact on natural resources here.

Question # 4

Determine whether the right-of way is suitable for alternativa public uses. Specifically:

(a) If you determine that the proposed abandonment is suitable for alternative public use, please provide SEA with the rationale for such a determination:

Answer # 4(a)

I would think this line within Vermilion County would make a good rails to trails corridor.

Sincerely

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MAX CALL / VERHILLION COUNTY BOARD CHAIRMAN

MC/md





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City of Cleveland Michael R. White, Mayor



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Gity Planning Commission Hunter Monison, Director 601 Lakeside Avenue, Room 501 Geveland, Ohio 44114-1071 216/664-2210 - Fax 216/664-3281

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CENTRAL ADMINISTRATIVE UNIT REC'D: 10/27/97 DOCUMENT # 11/6/97 10:46 54 AM

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Mr. Carmen Gilotte DeLeuw, Cather & Co. 1133 15th Street, N.W. Washington, DC 20005

Dear Mir. Gilotte,

This letter is in response to your correspondence regarding the CSX/NS acquisition of Conrail properties and the work that is proposed at Collinwood Yards within the City of Cleveland. Your letter refers to three specific issues: consistency of the proposed rail segment with the future land use plan, its potential impact on prime agricultural lands, and effects on land or water resources within a designated coastal zone. Below are our responses:

- Consistency with future land use plan: The land in question is zoned Industrial and is proposed for industrial uses on the future land use map.
- Potential effect on prime agricultural land: The land involved has not been under cultivation for at least 100 years and has been industrial in nature for decades. Therefore, there would be no affect on agricultural land.
- Effect on land or water resources within a designated coastal zone: It is our understanding that this property does not lie within and coastal zone management area. Therefore, there would be no affect on a coastal zone management area.

The City of Cleveland has other concerns regarding potential environmental impacts this proposal may have on the immediate area, such as noise, additional truck traffic generated by the project, etc. We may be in contact with you on these issues.

Thank you for this opportunity to comment.

Sincerely

Hunter Morrison, Director

- C. Il Opportunity Employer



ERNEST J. JEWETT Mayor

RONALD W. SPORYZ. Jr. Deputy Mayor

KATHLEEN COLE GEORGE LEE BETTY CARLIN ANDERSON Trustees



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Village of Blasdell

"Gateway to the Southtowns"

Mr. Carmen Gilotte DeLEUW, CATHER & COMPANY 1133 Fifteenth Street N.W. Washington, DC 20005 BARBARA S. CESAR Village Administrator Village Clerk & Treasurer

BARBARA D. SHEEHAN Depary Clerk

> JAMES SHAW Village Attorney

EUGENE W. SALISBURY Village Justice

CENTRAL ADMINISTRATIVE UNIT REC'D: 10/27/92
DOCUMENT # 11/6/97 1:21.36PM

RE: FINANCE DOCKET NO. 33388--CSX AND NORFOLK SOUTHERN CONTROL AND ACQUISITION -- CONRAIL: AGENCY CONSULTATION ON CONSTRUCTIONS

Dear Gilotte:

Pursuant to your request of September 8, 1997 relative to the above matter currently under the scrutiny of the Service Transportation Board, please be advised of the following:

- There is no inconsistency in the proposed wail line segment construction which adversely impacts a land use plan and map.
- There is no adverse impact with respect to the proposed rail line construction on prime agricultural lands.
- The proposed construction does not impact upon a designated coastal zone.
- 4. The proposed construction may well have an impact upon vehicular traffic within the Village of Blasdell. Inasmuch as there is a residential zoning classification to the East of the proposed construction. We are concerned about aesthetics, the level of noise, and any transitory pollutants that could be emitted as a result of the construction.

Once construction is completed we recognize that the volume of rail traffic through the Village of Blasdell may increase substantially. Questions regarding safety to pedestrians and vehicular traffic within the Village of Blasdell are a concern. The level of noise certainly is an area that could be adversely impacted.

The Village of Blasdell stands ready to cooperate with the Surface Transportation Board. We recognize the compelling need to afford expedient rail transportation services to Western New York industry. As a consequence, the Village will cooperate in every way to ensure that the proposed construction can proceed on

121 MIRIAM AVENUE P.O. BOX 2180 BLASDELL, NEW YORK 1-219 TELEPHONE: (716) 822-1921 FAX: (716) 822-7177

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Mr. Carmen Gilotte page two October 15, 1997

Should you have any concerns with respect to this response, or need additional information, kindly contact the undersigned or the Village Clerk/Administrator of the Village of Blasdell, Ms. Barbara Cesar at the address and telephone number indicated above.

Very truly yours,

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Ermest of Guvett

Ernest J. Jewett Mayor of the Village of Blasdell

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