GUIDE TO VOLUME 6B

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

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

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LIST OF APPENDICES

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

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CONTENTS

TABLES

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

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

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

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

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

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

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

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

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

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

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

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

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

TABLE B-2
DISTRIBUTION OF THE ADDITIONAL ENVIRONMENTAL INFORMATION

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

TABLE B-2
DISTRIBUTION OF THE ADDITIONAL ENVIRONMENTAL INFORMATION

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

Draft Environmental Impact Statement Correction Letter

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28766
SEC

SERVICE DATE - DECEMBER 29, 1997

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

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

Decision No. 60

Dated: December 23, 1997

NOTICE TO THE PARTIES:

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

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

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

Vernon A. Williams
Secretary

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 19, 1997

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

Dear Interested Parties:

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

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

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

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

Sincerely yours,

Elaine K. Kaiser

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure

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Board's Procedural Schedule and SEA's Environmental Review

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

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Draft Environmental Impact Statement Errata

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28788
SEC

SERVICE DATE - JANUARY 12, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

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

Decision No. 62

Dated: January 9, 1998

NOTICE TO THE PARTIES:

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

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

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

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

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

Vernon A. Williams
Secretary

Comment Date: February 2,1998

DRAFT ENVIRONMENTAL IMPACT STATEMENT

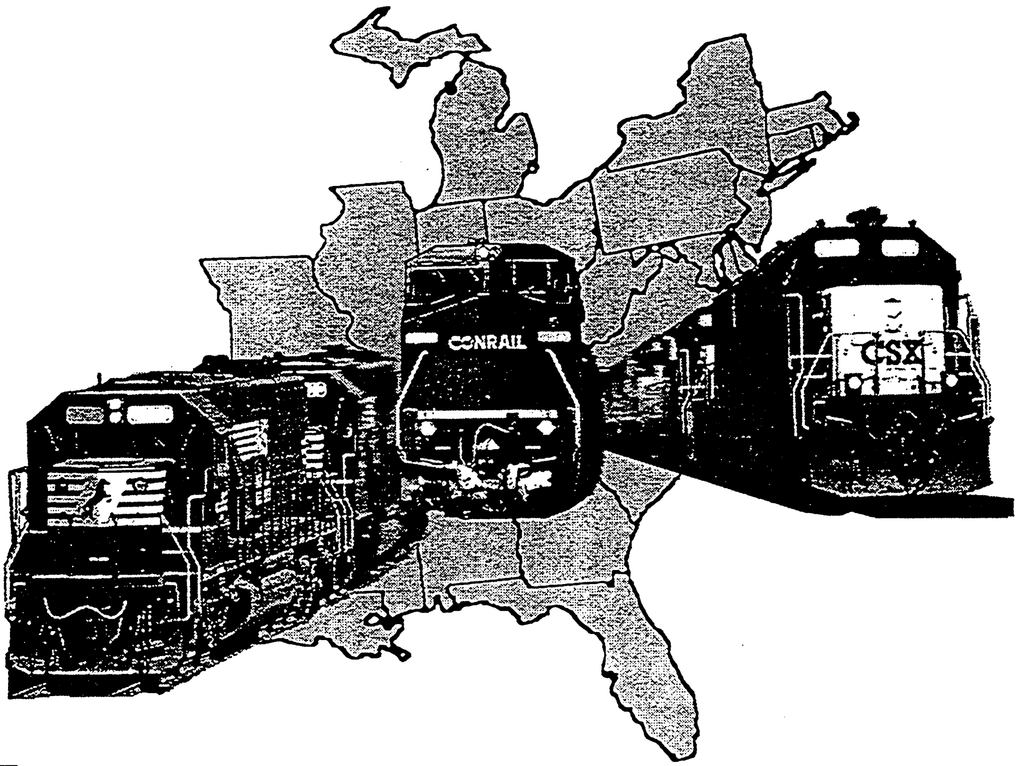
Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

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

Control and Operating Leases/Agreements

Conrail Inc. and Consolidated Rail Corporation



Errata

prepared by:

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

Information Contacts:

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

Michael J. Dalton
Environmental Specialist
888-869-1997

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

January 12, 1998

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

Dear Interested Party:

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

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

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

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

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

Sincerely yours,

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter	Section	Subject	Page Number	Paragraph Number[1]	Change
5	5.3	Table 5-2	5-26	Row 4 Column 4	For Rail Line Segment C-387, add Orleans Parish.
5	5.3	Table 5-2	5-26	Row 8 Column 4	For Rail Line Segment C-034, delete Howard County.
5	5.3	Table 5-2	5-30	Row 5 Column 4	For Rail Line Segment N-065, add Genesee County.
5	5.3	Table 5-2	5-36	Row 2 Column 4	For Rail Line Segment C-206, add Seneca County.
5	5.3	Table 5-2	5-36	Row 9 Column 5	For Rail Line Segment N-073, delete Likens Street.
5	5.3	Table 5-2	5-41	Row 5 & 7 Column 5	Segments N-075 and N-082 should have a footnote indicating that even though the noise levels do not warrant mitigation at this time, the impacts have been included to consider cumulatively with other potential significant impacts.
5	5.3	Table 5-2	5-42	Row 5 Column 5 & 6	For Rail Line Segment C-766, delete Highway/Rail At-Grade Crossing information in the Potential Impact and Preliminary Recommended Mitigation columns.
5	5.3	Table 5-2	5-43	Row 3 Column 4	For Rail Line Segment N-095, add Beaver County.
5	5.3	Table 5-2	5-43	Row 5 Column 4	For Rail Line Segment N-216, delete Montgomery and Philadelphia Counties.

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

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

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DRAFT ENVIRONMENTAL IMPACT STATEMENT ERRATA

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

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

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

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

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

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

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

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

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

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

						Pre Acquisition								Post Acquisition								
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Calhoun	N-120	545389C	MICHIGAN AVE	2	13,431	5.4	35	5,600	117	31	3.32	3.47	A	12.0	35	5,000	238	29	3.04	6.46	B	
Calhoun	N-120	545405J	20TH ST.	2	6,229	5.4	20	5,600	86	23	4.28	7.09	B	12.0	20	5,000	173	21	3.89	12.98	B	
Calhoun	N-120	545407X	HELMER RD	4	12,650	5.4	50	5,600	84	11	2.07	1.65	A	12.0	50	5,000	173	10	1.91	3.12	A	
Jackson	N-120	545284N	MILWAUKEE ST	4	19,378	5.4	40	5,600	152	20	2.67	2.52	A	12.0	40	5,000	310	19	2.46	4.72	A	
Jackson	N-120	545285V	MICHIGAN AVE.	3	23,966	5.4	40	5,600	188	33	3.27	3.07	A	12.0	40	5,000	384	31	3.00	5.76	B	
Jackson	N-120	545286C	COOPER ST (M-106)	2	7,800	5.4	40	5,600	61	16	2.54	2.39	A	12.0	40	5,000	125	15	2.33	4.47	A	
Jackson	N-120	545289X	BLACKSTONE ST	2	8,036	5.4	40	5,600	63	17	2.55	2.40	A	12.0	40	5,000	129	15	2.34	4.50	A	
Jackson	N-120	545290S	STEWARD AVE.	2	6,340	5.4	40	5,600	50	13	2.44	2.29	A	12.0	40	5,000	101	12	2.24	4.30	A	
Jackson	N-120	545292F	N. WISNER ST	2	13,007	5.4	40	5,600	102	27	2.96	2.78	A	12.0	40	5,000	208	25	2.72	5.21	B	
Jackson	N-120	545293M	WILDWOOD ST	2	6,408	5.4	40	5,600	50	13	2.44	2.30	A	12.0	40	5,000	103	12	2.24	4.31	A	
Jackson	N-120	545294U	ROBINSON RD	4	12,000	5.4	50	5,600	80	11	2.05	1.63	A	12.0	50	5,000	164	10	1.89	3.09	A	
Jackson	N-121	545281T	S. ELM AVE.	4	7,637	2.9	35	5,600	36	9	2.54	1.42	A	12.1	35	5,000	136	8	2.32	4.97	A	
Jackson	N-121	545276W	FIFTH ST.	4	9,200	2.9	50	5,600	33	8	1.98	0.85	A	12.1	50	5,000	127	8	1.83	3.01	A	
Kalamazoo	N-120	545426C	BURGES	2	8,576	5.4	45	5,600	62	16	2.37	2.04	A	12	45	5,000	126	15	2.18	3.85	A	
Kalamazoo	N-120	545472D	OLIVER ST	3	5,800	5.4	30	5,600	57	10	2.87	3.39	A	12	30	5,000	116	9	2.62	6.27	B	
Kalamazoo	N-120	545470P	MICHIGAN	2	14,750	5.4	30	5,600	145	39	3.92	4.63	A	12	30	5,000	294	35	3.58	8.58	B	
Kalamazoo	N-120	545462X	PARK ST	2	16,000	5.4	30	5,600	157	42	4.10	4.83	A	12.0	30	5,000	319	38	3.74	8.95	B	
Kalamazoo	N-120	545418K	M-96\DICKMAN RD	2	7,649	5.4	50	5,600	51	14	2.14	1.71	A	12.0	50	5,000	104	13	1.98	3.23	A	
Kalamazoo	N-120	545450D	MICHIGAN AVE	2	6,600	5.4	50	5,600	44	12	2.08	1.66	A	12.0	50	5,000	90	11	1.92	3.14	A	
Kalamazoo	N-120	545454F	HARRISON ST	2	5,975	5.4	30	5,600	59	16	3.03	3.57	A	12.0	30	5,000	119	14	2.77	6.62	B	
Monroe	C-040	232148X	STEWART RD	4	12,330	21.9	40	6,000	413	14	2.56	10.29	B	33.1	40	6,200	641	14	2.63	16.37	C	
Monroe	C-040	232147R	ELM	2	9,660	21.9	40	6,000	324	21	2.82	11.33	B	33.1	40	6,200	502	22	2.89	18.02	C	
Monroe	C-040	232146J	FRONT ST	3	16,237	21.9	35	6,000	605	26	3.24	14.46	B	33.1	35	6,200	938	27	3.32	23.02	C	
Monroe	C-040	232140T	DUNBAR RD.	2	8,510	21.9	40	6,000	285	19	2.73	10.97	B	33.1	40	6,200	442	19	2.80	17.44	C	
Monroe	C-040	232129T	LAKEWOOD-LUNAPIER	2	8,761	21.9	40	6,000	294	19	2.75	11.04	B	33.1	40	6,200	455	20	2.82	17.56	C	
Washtenaw	N-121	545212K	DIXBORO RD	2	5,869	2.9	40	5,600	25	12	2.41	1.22	A	12.1	40	5,000	95	11	2.21	4.28	A	
Washtenaw	N-121	545215F	GEDDES RD	2	8,880	2.9	40	5,600	37	19	2.61	1.32	A	12.1	40	5,000	143	17	2.40	4.65	A	
Washtenaw	N-121	545241V	M-52	2	13,746	2.9	40	5,600	58	29	3.03	1.53	A	12.1	40	5,000	222	26	2.78	5.38	B	
Washtenaw	N-121	545209C	LEFORGE ST.	3	10,790	2.9	40	5,600	45	15	2.49	1.26	A	12.1	40	5,000	174	14	2.29	4.44	A	
Washtenaw	N-121	545207N	FORREST ST	4	10,000	2.9	40	5,600	42	10	2.36	1.19	A	12.1	40	5,000	161	10	2.16	4.19	A	
Washtenaw	N-121	545206G	CROSS ST	3	8,000	2.9	40	5,600	34	11	2.38	1.20	A	12.1	40	5,000	129	10	2.18	4.22	A	
Wayne	N-121	545176S	GULLEY RD	2	8,917	2.9	50	5,600	32	16	2.22	0.95	A	12.1	50	5,000	123	15	2.05	3.38	A	
Wayne	N-121	545169G	MONROE ST	2	5,000	2.9	50	5,600	18	9	2.00	0.86	A	12.1	50	5,000	69	8	1.84	3.04	A	
Wayne	N-121	511945J	CENTRAL	4	11,300	2.9	15	5,600	108	27	5.43	6.22	B	12.1	15	5,000	407	24	4.91	21.23	C	
Wayne	N-121	512363H	LONYO	4	11,370	2.9	15	5,600	109	27	5.44	6.23	B	12.1	15	5,000	410	24	4.92	21.25	C	
Wayne	N-121	545178F	JOHN DALY RD	3	10,000	2.9	50	5,600	36	12	2.09	0.89	A	12.1	50	5,000	138	11	1.93	3.18	A	
Wayne	N-121	545182V	HENRY RUFF RD	2	10,000	2.9	50	5,600	36	18	2.29	0.98	A	12.1	50	5,000	138	16	2.11	3.48	A	
Wayne	N-121	545184J	MERRIMAN RD	5	15,454	2.9	50	5,600	55	11	2.06	0.88	A	12.1	50	5,000	212	10	1.90	3.14	A	
Wayne	N-121	545186X	VENOY AVE.	4	7,325	2.9	50	5,600	26	6	1.93	0.83	A	12.1	50	5,000	101	6	1.78	2.94	A	
Wayne	N-121	545187E	HOWE AVE	4	6,762	2.9	50	5,600	24	6	1.92	0.82	A	12.1	50	5,000	93	6	1.77	2.92	A	
Wayne	N-121	545193H	HAGGERTY RD	2	5,830	2.9	50	5,600	21	10	2.04	0.87	A	12.1	50	5,000	80	10	1.88	3.11	A	
Wayne	N-121	545191U	HANNAN RD.	2	5,560	2.9	50	5,600	20	10	2.03	0.87	A	12.1	50	5,000	76	9	1.87	3.09	A	
Wayne	S-020	511020X	INKSTER RD	2	5,742	2.0	25	5,600	24	17	3.50	1.77	A	11.2	25	5,000	124	16	3.18	8.24	B	
Wayne	S-020	511027V	PENNSYLVANIA RD	2	10,568	2.0	25	5,600	45	32	4.00	2.03	A	11.2	25	5,000	228	29	3.64	9.41	B	

11/29/97

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Draft Environmental Impact Statement Supplemental Errata

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28839

SERVICE DATE: LATE RELEASE JANUARY 21, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.

NORFOLK SOUTHERN CORPORATION AND

NORFOLK SOUTHERN RAILWAY COMPANY

-- CONTROL AND OPERATING LEASES/AGREEMENTS --

CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 63

Dated: January 21, 1998

NOTICE TO THE PARTIES:

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

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

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

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

Vernon A. Williams

Secretary

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Comment Date: February 2,1998

DRAFT ENVIRONMENTAL IMPACT STATEMENT

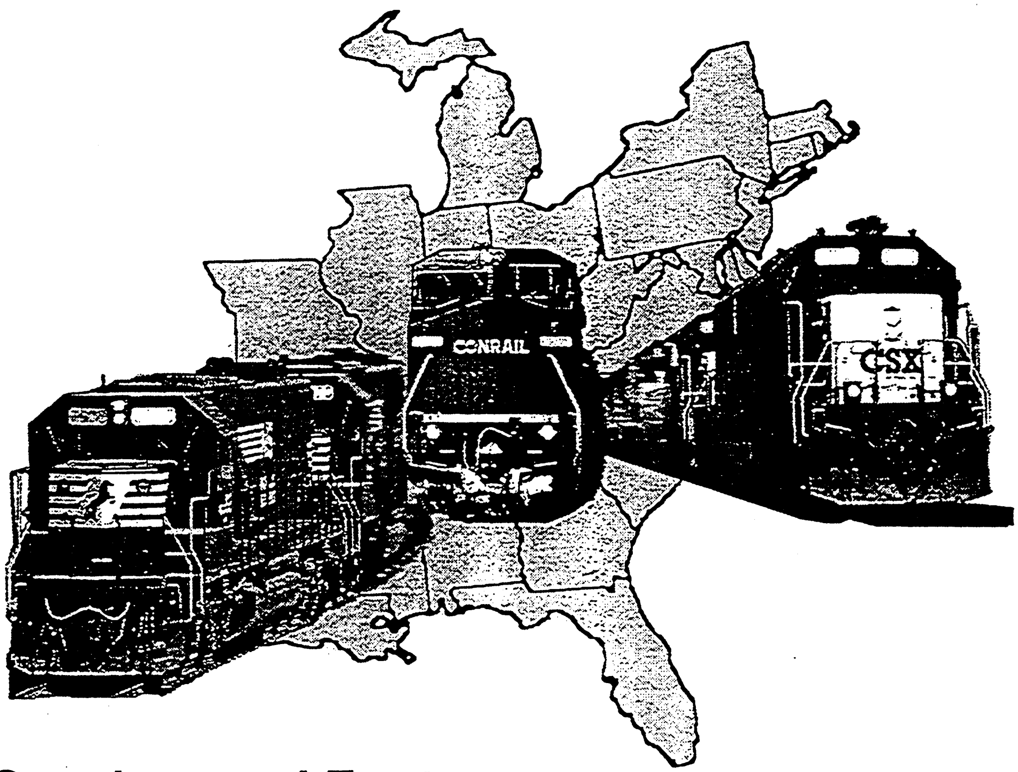
Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

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

Control and Operating Leases/Agreements

Conrail Inc. and Consolidated Rail Corporation



Supplemental Errata

prepared by:

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

Information Contacts:

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Section of Environmental Analysis
888-869-1997

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888-869-1997

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

January 21, 1998

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

Dear Interested Party:

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

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

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

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

Sincerely yours,

Elaine K. Kaiser

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure

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

January 21, 1998

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

Overview

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

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

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

Supplemental Errata Highway/Rail At-Grade Crossing Delay

The delay calculation in the Draft EIS incorrectly assumed that all vehicles blocked at a crossing would experience delay for the entire time a train passes, including time for the gate closing and opening, plus the dispersal time. The description of Crossing Delay per Stopped Vehicle in the methods discussion in Chapter 3, Section 3.7.1 of the Draft EIS correctly notes that the average amount of time a vehicle would experience delay is half the time it takes for a train to pass, including time for gate closing and opening, plus the time for vehicles to disperse after the train has passed. The revised analysis presented in this Draft EIS Supplemental Errata correctly assumes that the vehicles experiencing delay are those that arrive while the crossing gate is activated.

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

$$D_A = \frac{D_c(Sc/Sc-Sq)}{2}$$

where:

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

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

Supplemental Errata Environmental Justice Analysis

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

January 21, 1998

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

PROPOSED CONRAIL ACQUISITION
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Table 1
Supplemental Errata

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

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Table 1
Supplemental Errata

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

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Table 1
Supplemental Errata

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

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PROPOSED CONRAIL ACQUISITION
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Table 1
Supplemental Errata

Chapter	Section	Subject	Page Number	Paragraph Number[a]	Change
7	7.2.6	Table 7-9	7-48	Row 2 Column 1	Add **DC** for Rail Line Segment C-031.

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

PROPOSED CONRAIL ACQUISITION
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DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

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

PROPOSED CONRAIL ACQUISITION
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Table 2
Comparison of Highway/Rail At-Grade Crossing Delay Mitigation

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

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

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

January 21, 1998

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

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

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

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

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

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

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

[a] Significant traffic delay involves increased delay per stopped vehicle, which is not related to traffic level of service.

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	*Pre Acquisition*								*Post Acquisition*								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Etowah	N-001	725283E		2	11,820	7.4	30	4,869	142	28	1.81	2.61	A	12.5	30	5,000	246	28	1.85	4.60	A	
Jefferson	N-001	725376Y		2	5,909	7.4	40	4,869	57	11	1.14	1.33	A	12.5	40	5,000	99	11	1.17	2.33	A	

PROPOSED CONRAIL ACQUISITION
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DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

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

PROPOSED CONRAIL ACQUISITION
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DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Cook	C-010	163415H	DIXIE HWY	4	15,400	17.0	20	6,000	711	30	2.54	14.04	B	32.9	20	6,200	1415	31	2.61	28.78	D	D (b)
Cook	C-010	163416P	BROADWAY-135TH ST	2	7,250	17.0	20	6,000	335	28	2.49	13.80	B	32.9	20	6,200	666	29	2.56	28.29	D	D (b)
Cook	C-011	163446G	71ST ST.	2	12,500	19.5	35	6,000	414	31	1.95	7.75	B	22.9	35	6,200	500	31	2.00	9.60	B	
Cook	C-011	163539B	MADISON FAU1419	4	10,500	19.5	25	6,000	459	17	1.91	10.03	B	22.9	25	6,200	554	17	1.97	12.45	B	
Cook	C-011	163423A	115TH ST	4	17,200	19.5	20	6,000	910	34	2.63	16.69	C	22.9	20	6,200	1100	35	2.70	20.75	C	
Cook	C-011	163425N	111TH ST	4	14,100	19.5	20	6,000	746	28	2.47	15.71	C	22.9	20	6,200	902	28	2.55	19.54	C	
Cook	C-011	163437H	87TH ST	6	27,000	19.5	20	6,000	1429	35	2.67	16.96	C	22.9	20	6,200	1727	36	2.75	21.09	C	
Cook	C-011	163433F	95TH ST	4	27,800	19.5	20	6,000	1472	54	3.33	21.18	C	22.9	20	6,200	1778	56	3.43	26.34	D	D (b)
Madison	N-032	480328C	PONTOON RD	4	7,700	10.0	50	4,869	86	6	0.91	1.21	A	15.0	50	5,000	131	6	0.92	1.89	A	
Madison	N-032	480327V	20TH ST	2	5,900	10.0	35	4,869	85	12	1.26	2.19	A	15.0	35	5,000	130	13	1.29	3.42	A	
Montgomery	N-032	480056S	UNION	2	10,800	10.0	40	4,869	141	20	1.39	2.18	A	15.0	40	5,000	216	21	1.42	3.40	A	
Piatt	N-033	479967Y	MACON	2	5,800	22.7	50	4,869	147	9	0.97	2.95	A	39.1	50	5,000	258	9	0.99	5.27	B	
Vermilion	N-045	479854T	VOORHEES	2	11,100	23.6	50	4,869	292	18	1.20	3.79	A	41.0	50	5,000	517	18	1.22	6.83	B	
Vermilion	N-045	479856G	BOWMAN	2	8,800	23.6	50	4,869	232	14	1.09	3.44	A	41.0	50	5,000	410	14	1.11	6.20	B	
Vermilion	N-045	479862K	MAIN	4	15,600	23.6	30	4,869	599	18	1.53	7.04	B	41.0	30	5,000	1063	19	1.56	12.75	B	
Vermilion	N-045	479863S	S.ST.	4	5,600	23.6	30	4,869	215	7	1.28	5.90	B	41.0	30	5,000	382	7	1.31	10.68	B	

(b) Recommend consultation between railroad and community.

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

						Pre Acquisition								Post Acquisition								
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Allen	C-022	532855T	THOMAS RD	2	5,500	2.4	50	4,869	15	9	0.96	0.31	A	6.4	50	6,200	47	11	1.14	1.16	A	
Allen	N-041	478196U	MAYSVILLE RD	2	5,100	13.6	50	4,869	77	8	0.95	1.72	A	27.3	50	5,000	158	8	0.96	3.59	A	
Allen	N-041	478226J	ANTHONY BLVD	3	16,330	13.6	30	4,869	362	26	1.73	4.61	A	27.3	30	5,000	741	26	1.77	9.64	B	
Allen	N-043	478013Y	ANTHONY BLVD.	2	15,120	6.6	35	4,869	144	31	1.89	2.16	A	9.6	35	5,000	214	32	1.93	3.28	A	
Allen	N-044	478240E	ENGLE RD	2	11,000	19.0	30	4,869	340	26	1.74	6.47	B	34.9	30	5,000	638	26	1.78	12.39	B	
Allen	N-044	478241L	ARDMORE AVE	2	10,290	19.0	30	4,869	318	24	1.69	6.27	B	34.9	30	5,000	597	25	1.73	12.01	B	
Allen	N-044	478210M	LANDIN	4	12,950	19.0	50	4,869	275	10	1.00	2.53	A	34.9	50	5,000	514	11	1.01	4.82	A	
Allen	N-044	478237W	BROOKLYN AVE.	2	12,200	19.0	30	4,869	377	29	1.84	6.83	B	34.9	30	5,000	708	29	1.88	13.08	B	
Allen	N-044	478238D	NUTMAN AVE.	2	5,070	19.0	30	4,869	157	12	1.38	5.12	B	34.9	30	5,000	294	12	1.41	9.81	B	
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	9.12	B	
De Kalb	C-066	155320E	SOUTH WAYNE	2	6,000	21.4	50	6,000	166	11	1.13	3.77	A	47.7	50	6,200	379	11	1.16	8.82	B	
De Kalb	C-066	155330K	RANDOLPH ST.	2	5,023	21.4	15	6,000	377	25	2.97	26.69	D	47.7	15	6,200	865	26	3.06	63.11	F	F (a)
Delaware	N-040	474550K	KILGORE	2	10,481	2.6	20	4,869	62	34	2.37	1.68	A	11.8	20	5,000	287	35	2.43	7.98	B	
Delaware	N-040	474552Y	WHITERIVER BLVD.	4	6,870	2.6	30	4,869	29	8	1.31	0.66	A	11.8	30	5,000	135	8	1.33	3.14	A	
Delaware	N-040	474553F	NICKOLS	2	6,733	2.6	30	4,869	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	2.6	30	4,869	81	22	1.64	0.83	A	11.8	30	5,000	373	23	1.67	3.93	A	
Delaware	N-040	474566G	JACKSON ST.	2	5,007	2.6	30	4,869	21	12	1.38	0.70	A	11.8	30	5,000	98	12	1.41	3.31	A	
Elkhart	C-066	155420J	CR 7	2	5,314	21.4	50	6,000	147	10	1.11	3.68	A	47.7	50	6,200	336	10	1.13	8.60	B	
Gibson	C-025	342475L	BROADWAY	2	7,929	22.3	35	6,000	301	19	1.60	7.29	B	30.8	35	6,200	426	20	1.64	10.61	B	
Huntington	N-044	478270W	BRIANT ST	2	5,500	19.0	50	4,869	117	9	0.96	2.44	A	34.9	50	5,000	218	9	0.98	4.66	A	
Huntington	N-044	478273S	JEFFERSON ST	3	19,900	19.0	50	4,869	422	21	1.33	3.38	A	34.9	50	5,000	789	22	1.35	6.43	B	
Huntington	N-044	478274Y	LAFONTAIN ST	2	8,600	19.0	50	4,869	182	14	1.08	2.75	A	34.9	50	5,000	341	14	1.10	5.23	B	
Lake	C-023	163620N	SHEFFIELD AVE.	2	8,030	27.6	25	6,000	497	26	2.12	15.74	C	33.3	25	6,200	616	27	2.18	20.07	C	
Lake	C-023	163621V	HOHMANA AVE.	3	10,500	27.6	25	6,000	649	23	2.04	15.13	C	33.3	25	6,200	806	23	2.10	19.30	C	
Lake	C-023	163627L	CALUMET AVE	4	17,600	27.6	25	6,000	1089	28	2.19	16.23	C	33.3	25	6,200	1351	29	2.25	20.70	C	
Lake	C-023	163632H	COLUMBIA AVE	4	15,000	27.6	25	6,000	928	24	2.08	15.42	C	33.3	25	6,200	1151	25	2.14	19.67	C	
Lake	C-023	163635D	INDIANAPOLIS&SR20	4	13,650	27.6	25	6,000	844	22	2.02	15.03	C	33.3	25	6,200	1047	23	2.08	19.17	C	
Lake	C-023	163637S	RAILROAD AVE	4	7,500	27.6	25	6,000	464	12	1.82	13.48	B	33.3	25	6,200	575	12	1.87	17.20	C	
Lake	C-023	163638Y	KENNEDY	4	7,325	27.6	25	6,000	453	12	1.81	13.44	B	33.3	25	6,200	562	12	1.86	17.15	C	
Lake	C-023	163639F	EUCLID AVE.	4	7,500	27.6	25	6,000	464	12	1.82	13.48	B	33.3	25	6,200	575	12	1.87	17.20	C	
Lake	C-023	163643V	STATE ROUTE12	4	14,820	27.6	25	6,000	917	24	2.07	15.37	C	33.3	25	6,200	1137	25	2.13	19.60	C	
Lake	C-024	522912C	5TH AVE	4	13,220	0.0	30	6,000	0	18	1.73	0.00	A	5.0	30	6,200	131	19	1.77	2.10	A	
Lake	C-024	522915X	CLARKE RD	2	7,500	0.0	50	5,600	0	13	1.14	0.00	A	5.0	50	6,200	50	14	1.23	0.98	A	
Lake	C-026	522883U	ILLINOIS ST	2	7,880	1.0	35	6,000	13	19	1.60	0.33	A	5.0	35	6,200	69	20	1.64	1.72	A	
Lake	C-027	155632M	COUNTYLINE RD.	2	7,500	22.1	50	6,000	215	14	1.20	4.12	A	38.6	50	6,200	384	14	1.23	7.55	B	

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

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	*Pre Acquisition*								*Post Acquisition*								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Lake	C-027	155645N	CLARK RD.	2	7,250	22.1	50	6,000	207	14	1.19	4.08	A	38.6	50	6,200	371	14	1.22	7.47	B	
Lake	N-042	522929F	CALUMET AVE	2	7,500	43.4	45	5,600	433	14	1.23	8.53	B	60.3	45	5,000	554	13	1.13	10.05	B	
Madison	N-040	474600L	S. R. 9	2	14,351	2.6	40	4,869	49	27	1.64	0.67	A	11.8	20	5,000	393	48	2.92	9.58	B	* (b)
Madison	N-040	474601T	HARRISON ST.	2	5,899	2.6	40	4,869	20	11	1.14	0.47	A	11.8	20	5,000	161	20	2.03	6.66	B	* (b)
Porter	C-026	522867K	WASHINGTON ST	2	13,690	1.0	35	6,000	23	34	2.07	0.42	A	5.0	35	6,200	119	34	2.12	2.22	A	
Porter	C-026	522869Y	NAPOLEON ST	2	5,296	1.0	35	6,000	9	13	1.45	0.30	A	5.0	35	6,200	46	13	1.49	1.56	A	
Porter	C-066	155623N	CROCKER	2	6,800	21.4	50	6,000	188	13	1.17	3.88	A	47.7	50	6,200	430	13	1.20	9.08	B	
Porter	C-066	155628X	WILLOW CREEK RD	2	6,477	21.4	45	6,000	194	13	1.25	4.49	A	47.7	45	6,200	443	13	1.28	10.51	B	
St. Joseph	C-066	155478S	LIBERTY-MICHIGAN	2	5,942	21.4	50	6,000	165	11	1.13	3.76	A	47.7	50	6,200	376	11	1.16	8.80	B	
Tippecanoe	N-045	484295F	FERRY ST	2	6,121	23.6	25	4,869	272	17	1.66	8.85	B	41.0	25	5,000	483	17	1.70	16.06	C	(c)
Tippecanoe	N-045	484296M	MAIN ST	2	7,654	23.6	25	4,869	340	21	1.76	9.37	B	41.0	25	5,000	604	21	1.80	17.01	C	(c)
Tippecanoe	N-045	484298B	COLUMBIA ST	2	8,546	23.6	25	4,869	380	23	1.82	9.71	B	41.0	25	5,000	675	24	1.86	17.61	C	(c)
Tippecanoe	N-045	484300A	SOUTH ST S.R. 26	2	7,890	23.6	25	4,869	351	21	1.77	9.46	B	41.0	25	5,000	623	22	1.81	17.16	C	(c)
Tippecanoe	N-045	484301G	9TH ST	3	8,565	23.6	25	4,869	381	15	1.63	8.72	B	41.0	25	5,000	676	16	1.67	15.82	C	(c)
Tippecanoe	N-045	484309L	4TH ST U.S. 231	2	12,060	23.6	25	4,869	536	33	2.12	11.29	B	41.0	25	5,000	952	33	2.16	20.49	C	(c)
Tippecanoe	N-046	484290W	UNDERWOOD ST	2	5,557	18.4	25	4,869	193	15	1.63	6.76	B	40.2	25	5,000	430	15	1.66	15.43	C	(c)
Tippecanoe	N-046	484292K	18TH	2	5,430	18.4	25	4,869	188	15	1.62	6.73	B	40.2	25	5,000	420	15	1.65	15.36	C	(c)
Tippecanoe	N-046	484293S	17TH & SALEM ST.	4	6,323	18.4	25	4,869	219	9	1.50	6.23	B	40.2	25	5,000	489	9	1.53	14.21	B	(c)
Tippecanoe	N-046	484294Y	UNION ST	2	9,955	18.4	25	4,869	345	27	1.93	8.02	B	40.2	25	5,000	771	28	1.97	18.30	C	(c)
Vanderburgh	C-025	342846U	W. MARYLAND ST	2	5,720	22.3	25	6,000	286	18	1.94	11.66	B	30.8	25	6,200	406	19	2.00	17.03	C	
Vanderburgh	C-025	342848H	W. FRANKLIN ST	4	15,328	22.3	25	6,000	766	25	2.09	12.54	B	30.8	25	6,200	1088	25	2.15	18.31	C	
Vanderburgh	C-025	342850J	OHIO ST	2	8,180	22.3	25	6,000	409	26	2.13	12.79	B	30.8	25	6,200	581	27	2.19	18.68	C	
Wabash	N-044	478292W	DAVIS ST	2	5,569	19.0	50	4,869	118	9	0.96	2.45	A	34.9	50	5,000	221	9	0.98	4.67	A	
Wabash	N-044	478305V	WABASH ST	2	9,840	19.0	35	4,869	270	20	1.47	4.85	A	34.9	35	5,000	506	21	1.50	9.27	B	

* Indicates significant effect on crossing delay per stopped vehicle; Level of service not applicable.
(a) Recommend separated grade crossing.
(b) Recommend consultation between railroad and community.
(c) Recommend consultation between railroad and community due to the setting of this crossing in close proximity to others in Lafayette, Tippecanoe County

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

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	*Pre Acquisition*								*Post Acquisition*								
						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
Christian	C-021	345254U	SKYLINE DRIVE	2	7,000	23.4	40	6,000	251	15	1.39	5.99	B	32.7	40	6,200	359	16	1.43	8.80	B	
Christian	C-021	345267V	E 9TH ST.	2	16,000	23.4	25	6,000	839	52	3.08	19.39	C	32.7	25	6,200	1206	53	3.17	28.64	D	D (b)
Henderson	C-021	345400X	WASHINGTON ST	2	6,665	23.4	40	6,000	239	15	1.38	5.91	B	32.7	40	6,200	342	15	1.41	8.69	B	
Hopkins	C-021	345331S	W. NOEL AVE	2	6,098	23.4	20	6,000	387	24	2.39	18.20	C	32.7	20	6,200	557	25	2.46	26.94	D	D (b)

(b) Recommend consultation between railroad and community.

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

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						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
Baltimore City	C-032	140239X	HOLLINS FERRY RD	2	6,969	39.6	35	6,000	469	17	1.54	12.48	B	42.7	35	6,200	519	18	1.59	14.18	B	
Baltimore City	C-032	140867D	BUSH ST.	2	6,900	39.6	40	6,000	418	15	1.39	10.09	B	42.7	40	6,200	463	16	1.42	11.45	B	
Montgomery	C-003	140488D	FOREST GLEN RD	2	11,400	23.8	45	6,000	380	23	1.52	6.09	B	30.8	45	6,200	504	24	1.56	8.29	B	
Montgomery	C-003	140507F	S SUMMIT AVE	3	11,300	23.8	50	6,000	348	14	1.20	4.44	A	30.8	50	6,200	461	14	1.23	6.03	B	
Montgomery	C-003	140509U	CHESTNUT ST.	2	10,500	23.8	55	6,000	302	18	1.27	4.37	A	30.8	55	6,200	400	19	1.30	5.92	B	
Montgomery	C-003	140494G	RANDOLPH	4	41,000	23.8	50	6,000	1263	38	2.39	8.83	B	30.8	50	6,200	1674	39	2.45	12.00	B	
Prince George's	C-030	140253T	DECATUR ST	2	8,000	18.7	25	6,000	335	26	2.12	10.65	B	24.3	25	6,200	448	27	2.18	14.63	B	
Prince George's	C-030	140257V	UPSHUR ST	2	5,900	18.7	25	6,000	247	19	1.96	9.84	B	24.3	25	6,200	330	20	2.01	13.52	B	
Prince George's	C-030	140258C	ANNAPOLIS RD	5	29,250	18.7	25	6,000	1226	38	2.48	12.45	B	24.3	25	6,200	1638	39	2.55	17.10	C	
Prince George's	C-034	140899J	SUNNYSIDE AVE	2	5,070	33.4	50	6,000	219	9	1.10	5.69	B	37.1	50	6,200	249	10	1.12	6.64	B	
Prince George's	C-034	140905K	QUEENSBURY RD	2	6,000	33.4	50	6,000	259	11	1.13	5.88	B	37.1	50	6,200	295	11	1.16	6.86	B	

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

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

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

						Pre Acquisition								Post Acquisition								
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Wayne	N-121	545184J	MERRIMAN RD	5	15,454	2.9	50	5,600	55	11	1.09	0.47	A	12.1	50	5,000	212	10	1.00	1.65	A	
Wayne	N-121	545186X	VENOY AVE.	4	7,325	2.9	50	5,600	26	6	0.99	0.43	A	12.1	50	5,000	101	6	0.92	1.52	A	
Wayne	N-121	545187E	HOWE AVE	4	6,762	2.9	50	5,600	24	6	0.99	0.42	A	12.1	50	5,000	93	6	0.91	1.50	A	
Wayne	N-121	545193H	HAGGERTY RD	2	5,830	2.9	50	5,600	21	10	1.07	0.46	A	12.1	50	5,000	80	10	0.99	1.63	A	
Wayne	N-121	545191U	HANNAN RD.	2	5,560	2.9	50	5,600	20	10	1.06	0.46	A	12.1	50	5,000	76	9	0.98	1.62	A	
Wayne	S-020	511020X	INKSTER RD	2	5,742	2.0	25	5,600	24	17	1.84	0.93	A	11.2	25	5,000	124	16	1.67	4.33	A	
Wayne	S-020	511027V	PENNSYLVANIA RD	2	10,568	2.0	25	5,600	45	32	2.22	1.13	A	11.2	25	5,000	228	29	2.02	5.23	B	
Wayne	S-020	511032S	NORTHLINE RD	4	23,050	2.0	25	5,600	97	35	2.32	1.18	A	11.2	25	5,000	497	32	2.11	5.46	B	
Wayne	S-020	511033Y	ALLEN RD	4	32,236	2.0	25	5,600	136	49	2.93	1.49	A	11.2	25	5,000	695	45	2.66	6.90	B	
Wayne	S-020	511037B	LONDON RD	2	7,240	2.0	25	5,600	31	22	1.94	0.99	A	11.2	25	5,000	156	20	1.77	4.57	A	
Wayne	S-020	511039P	CHAMPAIGNE	2	7,676	2.0	25	5,600	32	23	1.97	1.00	A	11.2	25	5,000	166	21	1.80	4.65	A	
Wayne	S-020	511816U	WILL CARLETON DRIVE	2	5,789	2.0	35	5,600	19	13	1.40	0.54	A	11.2	35	5,000	96	12	1.28	2.54	A	

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	*Pre Acquisition*								*Post Acquisition*								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Albany	C-054	508705Y	COOKS CROSSING	2	7,450	38.7	40	5,600	419	16	1.34	9.06	B	45.2	40	6,200	529	17	1.45	12.37	B	
Chautauqua	N-070	471766F	LAMPHERE ST.	2	9,300	13.0	35	4,869	175	19	1.44	3.24	A	25.2	35	5,000	346	20	1.47	6.55	B	
Erie	C-051	520067S	SHELDON AVE.	2	5,808	40.6	50	5,600	290	10	1.07	6.43	B	45.9	50	6,200	353	11	1.15	8.43	B	
Erie	N-070	471711T	LAKE AVE.	2	7,363	13.0	50	4,869	107	12	1.03	1.79	A	25.2	50	5,000	211	12	1.05	3.60	A	

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

						Pre Acquisition								*Post Acquisition*								
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Allen	C-062	532707Y	N. JACKSON ST	2	6,200	5.9	35	5,600	59	14	1.42	1.62	A	13.9	35	6,200	150	16	1.54	4.49	A	
Allen	C-062	532710G	MAIN ST.	4	8,860	5.9	35	5,600	84	10	1.34	1.52	A	13.9	35	6,200	215	11	1.45	4.21	A	
Allen	C-062	532714J	N. METCALF ST.	2	7,850	5.9	35	5,600	75	18	1.51	1.72	A	13.9	35	6,200	190	20	1.64	4.77	A	
Allen	C-062	532719T	COLE ST	2	7,300	5.9	35	5,600	69	17	1.48	1.69	A	13.9	35	6,200	177	18	1.61	4.67	A	
Allen	C-062	532720M	CABLE RD	5	18,680	5.9	40	5,600	160	16	1.34	1.38	A	13.9	40	6,200	408	17	1.45	3.81	A	
Allen	C-062	532722B	EASTTOWN RD	2	12,300	5.9	50	5,600	89	22	1.40	1.22	A	13.9	50	6,200	227	23	1.51	3.33	A	
Allen	C-062	532703W	ROUSH CROSSING	5	7,260	5.9	40	5,600	62	6	1.14	1.18	A	13.9	40	6,200	158	7	1.24	3.24	A	
Ashtabula	C-060	523885L	BROADWAY AVE	2	6,140	48.3	50	5,600	365	11	1.08	7.74	B	54.2	50	6,200	441	12	1.17	10.07	B	
Ashtabula	N-070	471972T	LAKE ST.	2	5,500	13.0	50	4,869	80	9	0.96	1.67	A	25.2	50	5,000	158	9	0.98	3.36	A	
Ashtabula	N-070	471983Y	MAIN AVE.	4	5,350	13.0	35	4,869	101	6	1.13	2.55	A	25.2	35	5,000	199	6	1.15	5.14	B	
Ashtabula	N-075	471989W	WEST AVE.	2	8,000	13.0	35	4,869	150	17	1.37	3.08	A	36.6	35	5,000	432	17	1.39	9.02	B	
Ashtabula	N-075	472008G	BROADWAY AVE.	2	7,320	13.0	50	4,869	106	12	1.03	1.79	A	36.6	50	5,000	304	12	1.05	5.22	B	
Butler	C-063	152382S	MUHLHAUSER	2	7,030	28.2	40	6,000	304	15	1.39	7.22	B	31.2	40	6,200	344	16	1.43	8.41	B	
Butler	C-063	152389P	SYMMES RD	2	6,210	28.2	40	6,000	268	14	1.35	7.01	B	31.2	40	6,200	304	14	1.39	8.16	B	
Butler	C-063	152392X	LAUREL ST	2	6,860	28.2	35	6,000	329	17	1.54	8.85	B	31.2	35	6,200	374	17	1.58	10.32	B	
Butler	C-063	152394L	CENTRAL	2	5,890	28.2	35	6,000	282	14	1.48	8.54	B	31.2	35	6,200	321	15	1.52	9.95	B	
Butler	C-063	152407K	VINE ST.	2	7,030	28.2	20	6,000	538	27	2.47	22.71	C	31.2	20	6,200	613	28	2.54	26.60	D	D (b)
Butler	N-078	524698G	TYLERSVILLE RD	2	11,590	11.7	40	5,600	197	24	1.60	3.25	A	18.9	40	5,000	292	22	1.47	4.43	A	
Butler	N-078	524677N	CENTRAL	2	8,740	11.7	25	5,600	216	27	2.06	6.11	B	18.9	25	5,000	318	24	1.87	8.18	B	
Butler	N-078	524678V	FIRST ST	2	7,430	11.7	25	5,600	184	23	1.96	5.81	B	18.9	25	5,000	270	21	1.78	7.77	B	
Crawford	C-062	532583H	N SANDUSKY AVE	2	9,710	5.9	35	5,600	92	23	1.63	1.86	A	13.9	35	6,200	236	24	1.77	5.14	B	
Crawford	C-062	532588S	MANSFIELD ST	2	8,480	5.9	35	5,600	81	20	1.55	1.77	A	13.9	35	6,200	206	21	1.68	4.89	A	
Crawford	C-067	518443W	MAIN ST	2	12,030	14.5	40	5,600	253	25	1.63	4.11	A	31.3	40	6,200	591	27	1.76	10.39	B	
Crawford	N-073	481561P	HOPLEY	2	6,030	26.0	50	4,869	175	10	0.98	3.41	A	34.3	45	5,000	253	11	1.07	5.41	B	
Cuyahoga	C-061	524363S	BAGLEY RD.	4	10,950	14.5	50	5,600	195	10	1.06	2.27	A	54.2	50	6,200	787	10	1.14	9.83	B	
Cuyahoga	C-061	524367U	COLUMBIA RD	2	7,240	14.5	50	5,600	129	13	1.13	2.42	A	54.2	50	6,200	520	14	1.22	10.49	B	
Cuyahoga	C-074	523971H	HUMMEL RD	2	5,560	13.4	35	5,600	120	13	1.39	3.60	A	47.3	35	6,200	459	14	1.51	14.91	B	
Cuyahoga	C-074	523973W	ENGLE RD	4	15,100	13.4	35	5,600	326	18	1.50	3.87	A	47.3	35	6,200	1246	19	1.62	16.05	C	
Cuyahoga	N-075	472098H	LONDON RD	2	5,310	13.0	35	4,869	100	11	1.24	2.79	A	36.6	35	5,000	287	11	1.26	8.17	B	
Cuyahoga	N-075	472093Y	DILLE RD	2	15,430	13.0	50	4,869	224	25	1.49	2.59	A	36.6	50	5,000	642	25	1.51	7.55	B	
Cuyahoga	N-080	472187A	WEST 110 ST.	2	5,970	13.5	35	4,869	116	12	1.27	2.96	A	34.1	35	5,000	300	13	1.29	7.79	B	
Cuyahoga	N-080	472192W	WEST 117 ST.	4	15,610	13.5	35	4,869	305	16	1.36	3.17	A	34.1	35	5,000	785	17	1.38	8.34	B	
Cuyahoga	N-080	472201T	BUNTS RD	2	5,300	13.5	35	4,869	103	11	1.24	2.89	A	34.1	35	5,000	266	11	1.26	7.61	B	
Cuyahoga	N-080	472245T	COLUMBIA RD	2	11,320	13.5	50	4,869	170	18	1.21	2.19	A	34.1	50	5,000	439	19	1.23	5.74	B	
Cuyahoga	N-080	472248N	DOVER CENTER RD	2	7,630	13.5	50	4,869	115	12	1.04	1.88	A	34.1	50	5,000	296	12	1.06	4.92	A	
Cuyahoga	N-080	472252D	BRADLEY RD	2	5,670	13.5	50	4,869	85	9	0.97	1.75	A	34.1	50	5,000	220	9	0.98	4.58	A	
Defiance	C-066	142356A	OTTAWA AVE	2	10,120	21.4	50	6,000	280	19	1.33	4.43	A	47.7	50	6,200	640	19	1.37	10.37	B	
Defiance	C-066	142375E	U.S. 24	2	5,910	21.4	50	6,000	164	11	1.13	3.76	A	47.7	50	6,200	374	11	1.16	8.79	B	
Erie	N-072	472306G	WATER ST.	2	6,260	15.6	50	4,869	109	10	0.99	2.06	A	27.0	50	5,000	192	10	1.01	3.70	A	
Erie	N-072	472308V	STATE ST.	2	5,330	15.6	50	4,869	93	9	0.95	1.99	A	27.0	45	5,000	176	9	1.05	4.15	A	
Erie	N-085	481668S	SR 101 TIFFIN	2	5,950	1.4	15	4,869	24	25	2.54	1.24	A	11.7	15	5,000	207	26	2.61	10.89	B	

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FINANCE DOCKET NO. 33388
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

						Pre Acquisition								Post Acquisition								
County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Franklin	N-073	481472X	LINCOLN	2	9,810	26.0	40	4,869	334	18	1.33	5.43	B	34.3	40	5,000	449	19	1.36	7.44	B	
Franklin	N-073	481467B	WEBER	2	8,678	26.0	40	4,869	295	16	1.27	5.18	B	34.3	35	5,000	439	18	1.43	8.69	B	
Franklin	N-073	481470J	COOK	2	11,424	26.0	40	4,869	388	22	1.43	5.82	B	34.3	40	5,000	523	22	1.45	7.99	B	
Hamilton	C-063	152346W	WINTON RD	4	21,820	28.2	20	6,000	1670	43	2.89	26.59	D	31.2	20	6,200	1902	44	2.98	31.15	D	
Hamilton	C-063	152347D	MITCHELL AVE.	2	14,930	28.2	20	6,000	1143	58	3.52	32.31	D	31.2	20	6,200	1301	60	3.62	37.86	D	
Hamilton	C-063	152355V	TOWNSHIP AVE	2	9,270	28.2	20	6,000	710	36	2.70	24.80	C	31.2	20	6,200	808	37	2.78	29.05	D	D (b)
Hamilton	C-063	152356C	SEYMOUR	2	6,560	28.2	35	6,000	314	16	1.52	8.75	B	31.2	35	6,200	357	16	1.56	10.20	B	
Hamilton	C-063	152357J	NORTHBEND	2	6,360	28.2	35	6,000	305	16	1.51	8.69	B	31.2	35	6,200	346	16	1.55	10.13	B	
Hamilton	C-063	152368W	WYOMING AVE	2	7,210	28.2	35	6,000	346	18	1.56	8.97	B	31.2	35	6,200	393	18	1.60	10.45	B	
Hamilton	C-063	152370X	MARION RD	2	6,260	28.2	35	6,000	300	15	1.50	8.65	B	31.2	35	6,200	341	16	1.54	10.09	B	
Hamilton	C-063	152376N	SHARON RD	3	14,040	28.2	35	6,000	673	23	1.70	9.76	B	31.2	35	6,200	764	24	1.74	11.38	B	
Hamilton	C-063	152380D	PRINCETON PIKE	4	25,630	28.2	35	6,000	1229	31	1.98	11.38	B	31.2	35	6,200	1396	32	2.03	13.27	B	
Hamilton	C-063	152381K	CRESENTVILLE RD.	4	8,740	28.2	35	6,000	419	11	1.41	8.09	B	31.2	35	6,200	476	11	1.44	9.44	B	
Hamilton	N-076	524743Y	VINE ST	4	8,560	33.9	35	5,600	467	10	1.33	8.70	B	38.6	35	5,000	487	9	1.22	8.31	B	
Hamilton	N-076	524746U	BEECH ST	2	11,060	33.9	35	5,600	604	26	1.73	11.32	B	38.6	35	5,000	630	23	1.58	10.81	B	
Hamilton	N-078	524719X	SMALLEY RD	2	9,680	11.7	35	5,600	182	22	1.63	3.68	A	18.9	35	5,000	270	21	1.49	4.99	A	
Hamilton	N-078	524707D	HAUCK RD	2	6,200	11.7	35	5,600	117	14	1.42	3.21	A	18.9	35	5,000	173	13	1.30	4.35	A	
Hamilton	N-078	524712A	KEMPER RD	2	5,980	11.7	35	5,600	113	14	1.41	3.19	A	18.9	35	5,000	167	13	1.29	4.32	A	
Hamilton	N-078	524713G	READING RD	4	11,820	11.7	35	5,600	223	14	1.41	3.18	A	18.9	35	5,000	329	13	1.29	4.31	A	
Hamilton	N-078	524740D	TOWNSHIP AVE	2	7,520	11.7	35	5,600	142	17	1.49	3.38	A	18.9	35	5,000	210	16	1.37	4.57	A	
Hamilton	N-078	524722F	WYOMING ST	2	9,270	11.7	35	5,600	175	21	1.60	3.62	A	18.9	35	5,000	258	20	1.47	4.90	A	
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	9	1.31	2.96	A	18.9	35	5,000	162	8	1.20	4.02	A	
Hardin	C-062	532679X	MAIN ST.	2	6,310	5.9	40	5,600	54	13	1.29	1.32	A	13.9	40	6,200	138	14	1.39	3.65	A	
Huron	C-067	518481F	MAIN ST	2	5,100	14.5	50	5,600	91	9	1.04	2.24	A	31.3	45	6,200	229	11	1.22	6.56	B	
Lake	C-060	523829E	LAKE ST SR 528	2	8,810	48.3	50	5,600	524	16	1.20	8.57	B	54.2	50	6,200	633	17	1.29	11.16	B	
Lake	C-060	523803C	HOPKINS RD	2	8,850	48.3	50	5,600	526	16	1.20	8.59	B	54.2	50	6,200	636	17	1.30	11.17	B	
Lake	C-060	523800G	PELTON RD	2	5,650	48.3	50	5,600	336	10	1.07	7.60	B	54.2	50	6,200	406	11	1.15	9.89	B	
Lake	C-060	523793Y	ERIE ST	2	8,300	48.3	50	5,600	494	15	1.18	8.40	B	54.2	50	6,200	596	16	1.27	10.93	B	
Lake	C-060	523791K	BEIDLER RD-E361ST	2	5,450	48.3	50	5,600	324	10	1.06	7.55	B	54.2	50	6,200	392	10	1.14	9.82	B	
Lake	C-060	523789J	E. 305TH ST	2	11,170	48.3	50	5,600	664	20	1.33	9.47	B	54.2	50	6,200	803	21	1.43	12.33	B	
Lake	C-060	523787V	LLOYD RD	2	7,400	48.3	50	5,600	440	13	1.14	8.11	B	54.2	50	6,200	532	14	1.22	10.56	B	
Lake	N-075	472017F	LAKE ST.	2	8,810	13.0	50	4,869	128	14	1.09	1.89	A	36.6	50	5,000	366	14	1.11	5.53	B	
Lake	N-075	472039F	LIBERTY ST	2	7,580	13.0	35	4,869	142	16	1.34	3.03	A	36.6	35	5,000	409	16	1.37	8.88	B	
Lake	N-075	472040A	CHESTNUT ST.	2	5,980	13.0	35	4,869	112	12	1.27	2.85	A	36.6	35	5,000	323	13	1.29	8.36	B	
Lake	N-075	472044C	MENTOR AVE.	4	19,260	13.0	50	4,869	279	15	1.13	1.96	A	36.6	50	5,000	801	16	1.15	5.72	B	
Lake	N-075	472045J	JACKSON ST.	2	5,230	13.0	50	4,869	76	8	0.95	1.66	A	36.6	50	5,000	218	9	0.97	4.84	A	
Lake	N-075	472046R	HEISLEY RD	2	6,360	13.0	50	4,869	92	10	0.99	1.72	A	36.6	50	5,000	265	10	1.01	5.04	B	
Lake	N-075	472048E	HOPKINS RD	2	5,460	13.0	50	4,869	79	9	0.96	1.67	A	36.6	50	5,000	227	9	0.98	4.88	A	
Lake	N-075	472056W	ERIE ST.	2	8,570	13.0	50	4,869	124	14	1.08	1.88	A	36.6	50	5,000	356	14	1.10	5.48	B	
Lake	N-075	472064N	RUSH RD	4	6,164	13.0	50	4,869	89	5	0.88	1.54	A	36.6	50	5,000	256	5	0.90	4.50	A	
Lake	N-075	472068R	LLOYD RD	2	7,400	13.0	35	4,869	139	15	1.33	3.01	A	36.6	35	5,000	399	16	1.36	8.82	B	

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Ohio
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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
Lorain	C-061	518535J	TWNSBRG-ELYRIA RD	2	6,020	14.5	50	5,600	107	11	1.08	2.31	A	54.2	50	6,200	433	11	1.16	10.03	B	
Lorain	C-061	518530A	MAIN ST	2	5,750	14.5	40	5,600	121	12	1.26	3.19	A	54.2	40	6,200	489	13	1.36	13.93	B	
Lorain	C-061	518510N	NO. MAIN ST	2	8,120	14.5	50	5,600	145	14	1.17	2.50	A	54.2	50	6,200	583	16	1.26	10.85	B	
Lorain	C-061	518509U	HERRICK AVE.	2	7,870	14.5	50	5,600	140	14	1.16	2.48	A	54.2	50	6,200	566	15	1.25	10.75	B	
Lorain	N-080	472258U	AVON CENTER RD	2	6,700	13.5	50	4,869	101	11	1.00	1.81	A	34.1	50	5,000	260	11	1.02	4.75	A	
Lorain	N-080	472269G	MILLER RD	2	5,110	13.5	50	4,869	77	8	0.95	1.71	A	34.1	50	5,000	198	8	0.96	4.49	A	
Lorain	N-080	472286X	COLORADO AVE.	2	6,270	13.5	35	4,869	122	13	1.28	2.99	A	34.1	35	5,000	315	13	1.31	7.88	B	
Lorain	N-080	472292B	OBERLIN AVE.	2	11,060	13.5	35	4,869	216	23	1.55	3.63	A	34.1	35	5,000	556	23	1.58	9.55	B	
Lorain	N-080	472293H	LEAVITT RD	2	9,660	13.5	50	4,869	145	16	1.13	2.04	A	34.1	50	5,000	374	16	1.15	5.34	B	
Lucas	C-040	232121N	DIXIE (DETROIT)	4	5,290	21.9	40	6,000	177	6	1.20	4.81	A	33.1	40	6,200	275	6	1.23	7.66	B	
Lucas	N-077	509436M	OAKDALE AVE	2	5,970	48.0	50	5,600	353	11	1.08	7.64	B	61.5	50	5,000	417	10	0.99	8.34	B	
Mahoning	C-081	141681T	BRIDGE ST	2	7,840	32.6	45	6,000	358	16	1.31	7.19	B	39.6	45	6,200	445	16	1.35	9.18	B	
Mahoning	N-082	544716G	HUBBARD RD	2	7,698	11.7	30	5,600	164	20	1.70	4.34	A	23.8	30	6,200	362	22	1.85	10.44	B	
Marion	C-071	518415T	CENTER ST	2	6,550	16.1	40	5,600	153	14	1.30	3.64	A	31.8	40	6,200	327	15	1.40	8.42	B	
Marion	N-073	481538V	SILVER	2	6,380	26.0	30	4,869	270	15	1.45	7.35	B	34.3	30	5,000	364	15	1.48	10.11	B	
Marion	N-073	481541D	N. MAIN SR 4	2	8,770	26.0	50	4,869	254	14	1.09	3.78	A	34.3	50	5,000	342	14	1.11	5.18	B	
Marion	N-073	481530R	BARKS	2	7,120	26.0	35	4,869	268	15	1.32	5.95	B	34.3	35	5,000	360	15	1.35	8.18	B	
Marion	N-073	481531X	PROSPECT	2	8,880	26.0	35	4,869	334	18	1.41	6.38	B	34.3	35	5,000	449	19	1.44	8.76	B	
Marion	N-073	481532E	BELLEFOUNTAINE	3	11,740	26.0	30	4,869	497	18	1.53	7.76	B	34.3	30	5,000	669	19	1.56	10.68	B	
Marion	N-073	481536G	CENTER	4	8,290	26.0	30	4,869	351	10	1.34	6.79	B	34.3	30	5,000	473	10	1.37	9.34	B	
Montgomery	N-078	524622B	WASHINGTON ST	2	7,403	11.7	40	5,600	126	15	1.34	2.73	A	18.9	40	5,000	187	14	1.23	3.73	A	
Montgomery	N-078	524628S	W STEWARD AVE	2	5,110	11.7	30	5,600	109	13	1.55	3.95	A	18.9	30	5,000	161	12	1.41	5.32	B	
Montgomery	N-078	524638X	SELLARS	4	11,390	11.7	40	5,600	194	12	1.26	2.57	A	18.9	40	5,000	287	11	1.16	3.50	A	
Montgomery	N-078	524641F	ALEX BELL RD	2	10,460	11.7	40	5,600	178	22	1.52	3.09	A	18.9	40	5,000	264	20	1.39	4.22	A	
Montgomery	N-078	524644B	ALEX RD	4	11,700	11.7	40	5,600	199	12	1.27	2.58	A	18.9	40	5,000	295	11	1.16	3.52	A	
Montgomery	N-078	524645H	ELM ST	2	5,240	11.7	40	5,600	89	11	1.24	2.53	A	18.9	40	5,000	132	10	1.14	3.44	A	
Montgomery	N-078	524654G	CENTRAL	2	11,420	11.7	40	5,600	194	24	1.58	3.23	A	18.9	40	5,000	288	22	1.45	4.40	A	
Montgomery	N-078	524657C	LINDEN AVE	2	5,420	11.7	40	5,600	92	11	1.25	2.54	A	18.9	40	5,000	137	10	1.14	3.46	A	
Ottawa	N-079	473754T	WATER ST	2	7,530	7.7	35	4,869	84	16	1.34	1.79	A	27.2	35	5,000	302	16	1.37	6.59	B	
Richland	C-067	518458L	NO. GAMBLE	2	7,630	14.5	50	5,600	136	14	1.15	2.46	A	31.3	50	6,200	317	15	1.23	6.15	B	
Richland	C-067	518456X	MAIN ST	2	8,700	14.5	50	5,600	155	15	1.20	2.56	A	31.3	50	6,200	361	17	1.29	6.41	B	
Sandusky	N-079	473668W	KILBOURNE	2	9,330	7.7	25	4,869	135	25	1.88	3.27	A	27.2	25	5,000	489	26	1.92	12.06	B	
Sandusky	N-079	473687B	MAIN ST.	2	7,230	7.7	35	4,869	80	15	1.33	1.77	A	27.2	35	5,000	290	15	1.35	6.51	B	
Sandusky	N-079	473711A	STATE	4	19,380	7.7	25	4,869	281	26	1.91	3.32	A	27.2	25	5,000	1015	27	1.95	12.24	B	
Seneca	N-071	481606U	US 224	2	5,270	26.0	50	4,869	153	8	0.95	3.32	A	34.6	50	5,000	207	9	0.97	4.58	A	
Stark	N-084	503008V	PATTERSON	2	5,150	26.4	35	5,600	219	12	1.37	6.98	B	30.1	35	5,000	229	11	1.25	6.68	B	
Summit	N-084	503541T	STOW RD	2	6,390	26.4	50	5,600	208	11	1.09	4.27	A	30.1	50	5,000	219	10	1.01	4.15	A	
Van Wert	C-062	532779C	WASHINGTON	2	7,800	5.9	35	5,600	74	18	1.51	1.72	A	13.9	35	6,200	189	20	1.64	4.76	A	
Warren	N-078	524665U	CARLISLE	2	5,490	11.7	40	5,600	93	11	1.25	2.55	A	18.9	40	5,000	138	11	1.15	3.47	A	
Wood	C-065	155821J	BOUNDARY (WEST)	4	12,870	0.6	25	6,000	17	21	2.00	0.32	A	14.2	25	6,200	421	21	2.05	8.06	B	
Wood	C-065	155823X	INDIANA ST.	2	6,288	0.6	25	6,000	8	20	1.99	0.32	A	14.2	25	6,200	206	21	2.04	8.01	B	

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

(b) Recommend consultation between railroad and community.

PROPOSED CONRAIL ACQUISITION
FINANCE DOCKET NO. 33388
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Table 5-PA-9 (Revised)
Pennsylvania
Highway/Rail At-Grade Crossing Vehicle Delay and Queues

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Beaver	C-082	584865S	14TH ST.	2	7,144	28.9	35	6,000	351	17	1.55	9.17	B	38.3	35	6,200	477	18	1.60	12.80	B	
Berks	N-094	592237G	COLUMBIA AVE.	2	7,106	42.4	40	5,600	437	15	1.33	9.80	B	49.1	40	5,000	465	14	1.22	9.57	B	
Cumberland	N-091	592204U	SLATE HILL	2	7,123	11.1	35	5,600	127	17	1.47	3.15	A	19.6	35	5,000	206	15	1.35	4.67	A	
Cumberland	N-091	592199A	TENTH ST	2	7,700	11.1	35	5,600	138	18	1.50	3.22	A	19.6	35	5,000	223	16	1.38	4.78	A	
Cumberland	N-091	592200S	18TH ST	2	7,501	11.1	35	4,869	120	16	1.34	2.58	A	19.6	35	5,000	217	16	1.37	4.74	A	
Dauphin	N-094	592369S	DERRY RD	2	5,500	42.4	40	5,600	339	12	1.25	9.24	B	49.1	40	5,000	360	11	1.15	9.02	B	
Delaware	C-084	140641S	MAIN ST.	2	6,855	22.9	40	6,000	240	15	1.38	5.83	B	26.4	40	6,200	284	16	1.42	7.07	B	
Delaware	C-084	140646B	OAK LANE	2	14,510	22.9	40	6,000	509	32	1.94	8.16	B	26.4	40	6,200	602	33	1.99	9.90	B	
Delaware	C-084	140647H	ASHLAND AVE	2	5,820	22.9	40	6,000	204	13	1.33	5.61	B	26.4	40	6,200	241	13	1.37	6.80	B	
Delaware	C-084	140649W	SOUTH AVE	2	14,995	22.9	40	6,000	526	33	1.99	8.37	B	26.4	40	6,200	622	34	2.04	10.16	B	
Delaware	C-084	140650R	AMOSLAND AVE	2	11,425	22.9	40	6,000	401	25	1.67	7.03	B	26.4	40	6,200	474	26	1.71	8.52	B	
Delaware	C-084	140652E	SWARTHMORE AVE	2	23,458	22.9	40	6,000	822	52	3.65	15.36	C	26.4	40	6,200	973	53	3.75	18.64	C	
Delaware	C-084	140654T	FAIRVIEW RD	2	9,682	22.9	40	6,000	339	21	1.55	6.51	B	26.4	40	6,200	401	22	1.59	7.90	B	
Delaware	C-084	140670C	MEETINGHOUSE RD	2	7,862	22.9	40	6,000	276	17	1.44	6.05	B	26.4	40	6,200	326	18	1.48	7.34	B	
Delaware	C-084	140672R	NAAMANS RD	2	6,695	22.9	40	6,000	235	15	1.38	5.79	B	26.4	40	6,200	278	15	1.41	7.02	B	
Erie	N-070	471893G	ASH ST.	2	5,290	13.0	35	4,869	99	11	1.23	2.78	A	25.2	35	5,000	197	11	1.26	5.62	B	
Erie	N-070	471894N	PARADE ST.	4	15,000	13.0	35	4,869	282	16	1.34	3.02	A	25.2	35	5,000	557	16	1.37	6.09	B	
Erie	N-070	471901W	PEACH ST.	4	11,110	13.0	15	4,869	420	23	2.51	11.39	B	25.2	15	5,000	834	24	2.57	23.13	C	(d)
Erie	N-070	471902D	SASSAFRAS ST.	2	11,110	13.0	15	4,869	420	47	3.13	14.20	B	25.2	15	5,000	834	48	3.20	28.84	D	D (c)
Erie	N-070	471906F	CHERRY ST.	2	9,220	13.0	15	4,869	349	39	2.89	13.10	B	25.2	15	5,000	692	40	2.95	26.61	D	D (c)
Erie	N-070	471908U	LIBERTY ST.	4	18,284	13.0	15	4,869	691	38	2.88	13.06	B	25.2	15	5,000	1372	39	2.95	26.52	D	D (c)
Erie	N-070	471911C	RASPBERRY ST.	2	5,400	13.0	15	4,869	204	23	2.50	11.32	B	25.2	15	5,000	405	23	2.55	23.00	C	(d)
Erie	N-070	471913R	GREEN GARDEN RD	2	7,940	13.0	50	4,869	115	13	1.05	1.83	A	25.2	50	5,000	227	13	1.07	3.68	A	
Erie	N-070	471915E	PITTSBURG RD	2	7,004	13.0	50	4,869	102	11	1.01	1.77	A	25.2	50	5,000	201	11	1.03	3.55	A	
Lawrence	C-082	503738U	MONTGOMERY	2	6,400	28.9	35	5,600	298	15	1.43	7.99	B	38.3	35	5,000	361	14	1.31	8.89	B	
Lebanon	N-094	592338T	FRONT ST-LINCOLN	2	5,760	42.4	25	5,600	517	18	1.84	19.78	C	49.1	25	5,000	545	16	1.67	18.98	C	
Lebanon	N-094	592341B	SEVENTH ST.	2	5,420	42.4	25	5,600	486	17	1.82	19.54	C	49.1	25	5,000	512	15	1.65	18.75	C	
Lebanon	N-094	592365P	RAILROAD ST.	2	7,247	42.4	40	5,600	446	15	1.33	9.85	B	49.1	40	5,000	475	14	1.22	9.62	B	
Westmoreland	C-033	145480R	MAIN ST.	2	9,195	27.7	30	6,000	490	25	1.91	12.22	B	32.8	30	6,200	597	26	1.96	15.27	C	

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

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

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

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

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

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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						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
Augusta	N-100	468135B	SR 608	2	5,476	3.9	40	4,869	28	10	1.12	0.69	A	12.1	40	5,000	88	11	1.15	2.22	A	
Chesterfield	C-103	623681B	CENTRALIA RD	2	5,130	18.4	50	6,000	122	10	1.10	3.14	A	23.0	50	6,200	156	10	1.13	4.12	A	
Clarke	N-091	468599F	SR 7	2	5,315	11.3	35	4,869	87	11	1.24	2.42	A	19.9	35	5,000	156	11	1.26	4.44	A	
Emporia City	C-103	623755R	E ATLANTIC ST.	3	11,250	18.4	50	6,000	268	14	1.20	3.43	A	23	50	6,200	343	14	1.23	4.50	A	
Hanover	C-102	860459F	ENGLAND ST.	2	7,775	17.8	50	6,000	179	14	1.21	3.35	A	24.8	50	6,200	256	15	1.24	4.90	A	
Henrico	C-102	860437F	HUNGARY RD	2	5,910	17.8	50	6,000	136	11	1.13	3.13	A	24.8	50	6,200	194	11	1.16	4.57	A	
Page	N-100	468699K	EAST MAIN ST.	2	7,485	3.9	40	4,869	38	14	1.21	0.74	A	12.1	40	5,000	121	14	1.24	2.39	A	
Richmond City	C-103	623663D	JAHNKE RD	2	10,320	18.4	50	6,000	246	19	1.34	3.84	A	23.0	50	6,200	315	20	1.38	5.04	B	
Richmond City	C-103	623668M	BROAD ROCK RD	2	13,570	18.4	50	6,000	323	25	1.56	4.47	A	23.0	50	6,200	414	26	1.60	5.86	B	
Richmond City	C-103	623672C	WALMSLEY BLVD	2	8,636	18.4	50	6,000	206	16	1.25	3.58	A	23.0	50	6,200	263	16	1.28	4.70	A	

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

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

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

Draft Environmental Impact Statement Additional Environmental Information

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SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

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

Decision No. 69

Dated: February 27, 1998

NOTICE TO THE PARTIES:

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

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

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

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

Vernon A. Williams

Secretary

Surface Transportation Board
Section of Environmental Analysis

Draft Environmental Impact Statement
Proposed Conrail Acquisition

ADDITIONAL ENVIRONMENTAL INFORMATION

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

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

HELPFUL REFERENCES TO THE DRAFT EIS

<u>New Hazardous Materials Transportation Safety Rail Line Segments</u>

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

<u>New Rail Line Segments That May Warrant Noise Mitigation</u>

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

<u>New Rail Line Segments With Potential Impacts on Minority and Low-Income Populations</u>

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

New Hazardous Materials Transport Safety Segments

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

New Segments That May Warrant Noise Mitigation

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

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

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

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

APPENDIX C
Settlement Agreements and of Negotiated Agreements

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CONTENTS

ATTACHMENTS

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APPENDIX C
SETTLEMENT AGREEMENTS
AND NEGOTIATED AGREEMENTS

C.1 SETTLEMENT AGREEMENTS

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

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

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

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

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

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

- The Verified Statement of John H. Friedmann, describing 11 NS Settlement Agreements with other railroads that would not result in operating changes exceeding the Board's thresholds for environmental analysis when added to those changes proposed in the NS Operating Plan. (See Attachment C-3.)

- A Supplemental Environmental Report regarding the NS Settlement Agreement with the Indiana & Ohio Rail System. (See Attachment C-4.)

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

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

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

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

C.1.1 CSX

1. Buffalo & Pittsburgh Railroad, Inc., Allegheny & Eastern Railroad Inc., Rochester & Southern Railroad, Inc., Pittsburgh & Shawmut Railroad, Inc., and Genesee and Wyoming, Inc.

2. Canadian National Railway Company.

3. Canadian Pacific Railway Company (and its affiliates Soo Line Railroad Company, Delaware and Hudson Railway Company, and St. Lawrence and Hudson Railway Company).

4. Central Railroad Company of Indiana/Central Railroad Company of Indianapolis.

5. Chicago, South Shore & South Bend Railroad Company.

6. Iowa Interstate Railroad, Inc.

7. Louisville & Indiana Railroad.

8. Massachusetts Central Railroad Corporation.

9. Providence and Worcester Railroad Company.

C.1.2 NS

1. Black River and Western Railroad/Belevedere and Delaware River Railroad.

2. Buffalo & Pittsburgh Railroad and its affiliates, Allegheny & Eastern Railroad, Rochester & Southern Railroad, and Pittsburgh & Shawmut Railroad.

3. Canadian National Railway.

4. Canadian Pacific Railway.

5. Chicago, South Shore & South Bend Railroad.

6. Central Railroad of Indiana and Central Railroad of Indianapolis.

7. Eastern Shore Railroad (verbal agreement).

8. Illinois Central Railroad.

9. Indiana & Ohio Rail System.

10. Maryland and Delaware Railroad (verbal agreement).

11. Michigan Southern Railroad.

12. Nittany and Bald Eagle Railroad and its affiliates, North Shore Railroad, Shamoin Valley Railroad, and Union County Industrial Railroad.

C.2 NEGOTIATED AGREEMENTS

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

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

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

C.2.1 CSX

1. State of Maryland, dated September 24, 1997.

2. Commonwealth of Pennsylvania and the City of Philadelphia, dated October 21, 1997.

3. City of East Cleveland, dated February 11, 1998.

4. Metra (Northeast Illinois Regional Commuter Railroad Corporation), dated February 19, 1998.

5. Village of Greenwich and the Board of Huron County, Ohio, dated March 23, 1998.

6. City of Newark, Delaware and the University of Delaware, dated May 12, 1998.

7. City of Brook Park, Ohio, dated February 17, 1998.

C.2.2 NS

1. State of Maryland, dated September 24, 1997.

2. Commonwealth of Pennsylvania and the City of Philadelphia, dated October 21, 1997.

3. The Toledo-Lucas County Port Authority and Toledo Metropolitan Area Council of Governments, dated February 18, 1998.

4. Erie, Pennsylvania, dated April 9, 1998.

5. Tilton, Illinois, dated April 14, 1998.

6. Bellevue, Ohio, dated April 22, 1998.

7. Fremont, Ohio, dated April 15, 1998.

8. City of East Cleveland, Ohio, dated April 24, 1998.

9. City of Danville, Illinois, dated May 5, 1998.

C.2.3 CSX and NS

1. Cities of Brook Park and Olmsted Falls, dated February 24, 1998.

2. New Jersey Department of Transportation/New Jersey Transit Corporation, New Jersey, dated March 20, 1998.

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ATTACHMENT C-1

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

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 13, 1998

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

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

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

Dear Messrs. Maestri and Shudtz:

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

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

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

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

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

Sincerely yours,

Elaine K. Kaiser

Elaine K. Kaiser
Chief
Section of Environmental Analysis

cc: John Morton, HDR Engineering, Inc.

ATTACHMENT C-2

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

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

March 27, 1998

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

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

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

Dear Messrs. Shudtz and Maestri:

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

Negotiated Agreements with Communities and Organizations

It is important that SEA has a full understanding of the progress and status of any agreements that CSX and NS develop with communities and organizations potentially affected by the proposed Acquisition. Also, SEA recognizes that mutually acceptable agreements entered into by CSX and NS with individual communities and organizations may resolve potential environmental impacts and affect the mitigation that SEA might otherwise recommend to the Board in the Final EIS. However, for SEA to be able to take an agreement into account, SEA must have a copy of each agreement that is reached. SEA understands that, in some cases, the parties may not want all the terms of an agreement to be made public. In such circumstances, the agreement may be provided to SEA under seal. Accordingly, SEA is requesting that CSX and NS provide, at their earliest convenience and no later than **April 15, 1998**, the following information:

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

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

Settlement Agreements/Verified Statements and Supplemental Environmental Reports

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

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

Changes in Proposed Activities, Operations, and Data

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

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

Sincerely yours,

Elaine K. Kaiser

Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure

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ATTACHMENT C-3

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

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VERIFIED STATEMENT OF

JOHN H. FRIEDMANN

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

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

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

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

6. Central Railroad of Indiana and Central Railroad of Indianapolis

7. Eastern Shore Railroad

8. Illinois Central Railroad

9. Maryland and Delaware Railroad

10. Michigan Southern Railroad

11. Nittany and Bald Eagle Railroad and its affiliates, the North Shore Railroad, the Shamolin Valley Railroad, and the Union County Industrial Railroad

Black River and Western Railroad/Belevedere and Delaware River Railroad

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

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

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

Canadian National Railway ("CN")

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

Canadian Pacific Railway ("CP")

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

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

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

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

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

Eastern Shore Railroad ("Eastern Shore")

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

Illinois Central Railroad ("IC")

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

Maryland and Delaware Railroad ("MDDE")

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

Michigan Southern Railroad ("MSR")

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

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

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

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

VERIFICATION

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

Executed on February 28, 1998.

John H. Friedmann

ATTACHMENT C-4

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

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SUPPLEMENTAL ENVIRONMENTAL REPORT

OF NORFOLK SOUTHERN

REGARDING SETTLEMENT AGREEMENT

WITH INDIANA & OHIO RAIL SYSTEM

Dated: March 4, 1998

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ATTACHMENT C-5

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

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VERIFIED STATEMENT

OF

WILLIAM M. HART – CORPORATE DEVELOPMENT

CSX TRANSPORTATION, INC.

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

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

Buffalo & Pittsburgh Railroad (and its affiliates Allegheny & Eastern Railroad, Rochester & Southern Railroad, Pittsburg & Shawmut Railroad, and Genesee and Wyoming, Inc.) ("B&P"). CSXT's Rate and Route Agreement with B&P and its affiliates is dated October 21, 1997. First, the Agreement sets revenue factors for joint line transportation of shipments. It is not possible to predict with any reasonable degree of confidence the effect an agreement with respect to revenue factors will have on the level of traffic on any particular line segment or at any particular facility. Second, the Agreement provides for the rerouting of freight moving under an existing haulage agreement between a point in Ohio and a point in Pennsylvania to another route, which includes the Conrail Water Level Line (which will be allocated to CSX) between Cleveland and Erie. The amount of freight presently moving under this haulage agreement is less than one train per day and is predicted to continue to be less than one train per day post-Transaction. Accordingly, an increase in the number of trains is not predicted for the Quaker to Ashtabula and Ashtabula to Buffalo/Seneca line segments as a result of this Agreement. Instead, the freight will be hauled on one or more of the approximately 50 CSX trains expected to traverse these line segments between Cleveland and Erie each day, resulting in a de minimis increase in the gross ton miles ("GTMs") predicted to move over these line segments in the CSX Operating Plan.

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

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

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

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

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

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

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

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

1. A pair of trains that the CSX Operating Plan routes between Cincinnati and Louisville over the CSX line between those cities (Cincinnati-Latonia, Latonia-Worthville, Worthville-Anchorage, and Anchorage-Louisville line segments) will instead operate over the CSX line between Cincinnati and Seymour (part of the CSX Cincinnati-Mitchell line segment) and over the L&I between Seymour and Louisville). The Cincinnati-Mitchell segment was predicted to have a decrease of 6.1 trains per day. The addition of two trains per day will thus result in a 4.1 train per day decrease. No environmental analysis of this line segment is thus required under the Board's regulations.

2. A pair of trains (or car loads equivalent to two trains) that the CSX Operating Plan routes between Nashville, TN and Lafayette, IN over the CSX line from Nashville to Terre Haute, IN (Nashville-Amqui, Amqui-Evansville, Evansville-Vincennes and Vincennes-Terre-Haute line segments), over the Conrail line from Terre Haute to Greencastle, and over the CSX line from Greencastle to Lafayette (Greencastle-Crawfordsville and Crawfordsville-Lafayette line segments) will instead be routed over the CSX line from Nashville to Louisville (the Nashville-Amqui and Amqui-Louisville line segments), over the L&I line from Louisville to Indianapolis, over the Conrail line from Indianapolis to Crawfordsville (Indianapolis-Avon, Avon-Clermont and Clermont-Crawfordsville line segments), and over the CSX line from Crawfordsville to Lafayette. This

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

a. There will be an increase in GTMs between Amqui and Louisville but there will not be an increase in the number of trains as the freight will be added to trains counted in the Operating Plan. This line segment was predicted to have a decrease of 1.4 trains per day. An increase in tonnage equivalent to two trains will thus not exceed any threshold for environmental analysis on this line segment.

b. There will be an increase of two trains per day on the Indianapolis-Crawfordsville line. The change in train counts on these line segments taking into account the effect of the rerouting on the predicted changes in the CSX Operating Plan will thus be: (1) a decrease of 2.3 trains per day on the Indianapolis-Avon line segment; (2) an increase of 2.1 trains per day on the Avon-Clermont segment; and (3) an increase of 2.1 trains per day on the Clermont-Crawfordsville line segment. Environmental analysis is thus not required for any of these line segments under the Board's regulations.

c. There will be a decrease in GTMs on the Amqui-Evansville line segment equivalent to two trains per day. There will be a decrease of two trains per day on the Evansville-Terre Haute and Terre Haute-Greencastle line segments.

3. The combined effect of the reroutings described in paragraphs 1 and 2 above on the L&I line will be as follows: Traffic on the L&I line segment from Louisville to Seymour would include four CSXT trains per day, and traffic on the line segment from Seymour to Indianapolis will include two CSXT trains per day. CSXT entered into this trackage rights agreement with L&I, in part, because we predicted that the Transaction would allow CSXT to divert freight from L&I. This agreement makes up for that expected diversion. I thus do not believe that the <u>total</u> level of traffic on either of these line segments will increase by as much as three trains per day as a result of the Agreement with L&I. Moreover, it should be noted that rerouting the pair of trains operating between Cincinnati and Louisville does not result in a net change in traffic in the Louisville areas; the only change is in their precise route through the Louisville area.

The August 22, 1997 letter agreement also contemplates a further trackage rights agreement between CSXT and L&I granting L&I overhead trackage rights over about 4.5 miles of Conrail trackage (to be allocated to CSXT) between L&I's Louisville-Indianapolis line and the Hawthorne Yard in Indianapolis to be used to interchange traffic from L&I to NS. It is not anticipated that this agreement will result in any operational changes on the Conrail line segments or at Hawthorne Yard. The L&I traffic is currently interchanged with Conrail at MP 4.0 on the Conrail Louisville Secondary and transported via a Conrail local to Hawthorne Yard. The trackage rights agreement would simply allow L&I to make this move using its own power and crews.

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

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

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

VERIFICATION

I, William M. Hart, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on the 6 day of MARCH 1998.

William M. Hart

William M. Hart

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APPENDIX D
Agency Consultation

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CONTENTS

TABLES

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APPENDIX D
AGENCY CONSULTATION

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

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

TABLE D-1
CONSULTATION WITH AGENCIES

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

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CONSULTATION WITH AGENCIES

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

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

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

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

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

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

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

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

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

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

TABLE D-1
CONSULTATION WITH AGENCIES

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

TABLE D-1
CONSULTATION WITH AGENCIES

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

TABLE D-1
CONSULTATION WITH AGENCIES

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

TABLE D-1
CONSULTATION WITH AGENCIES

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

TABLE D-1
CONSULTATION WITH AGENCIES

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

Agency Letters

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STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION

January 6, 1998

RECEIVED
JAN 20 1998
MANAGEMENT

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

CENTRAL ADMINISTRATIVE UNIT
REC'D: 1/23/98
DOCUMENT # 1/26/98 12:13:0

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

ENVIRONMENTAL DOCUMENT

Dear Ms. Kaiser:

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

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

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

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

Sincerely,

John W. Shannahan
Director and State Historic
Preservation Officer

TEL: (203) 566-3005 FAX: (203)566-5078
59 SOUTH PROSPECT ST. - HARTFORD, CONN. 06106 - 1901
AN EQUAL OPPORTUNITY EMPLOYER

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

TELEPHONE: (302) 739 - 5685 FAX: (302) 739 - 5660

RECEIVED FEB - 9 1998

February 2, 1998

ENVIRONMENTAL DOCUMENT

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

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

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

Dear Ms. Kaiser:

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

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

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

Sincerely,

Gwen Davis

Gwen Davis
Archaeologist

Enclosures
cc: Martha Catlin, ACHP

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

FAX TRANSMITTAL SHEET

To:	From:
Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, NW Washington DC 20423-0001 ATTN: Elaine K. Kaiser, Chief Environmental Project Director Environmental Filing	Joan N. Larrivee Deputy SHPO
Company: STB/SEA	**Date:** Feb. 2, 1998
Fax Number: (202) 565-9000	**Total Number of Pages including Cover:** 5

Re:

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

Notes/Comments

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

(Note: faxed from DNREC/Parks+Rec. office) D-21

MESSAGE CONFIRMATION

02/02/98 19:44
ID=DE STATE PARKS;DOVER CENTRAL OFF

DATE	S,R-TIME	DISTANT STATION ID	MODE	PAGES	RESULT	
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DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901
(302) 739-5685
FAX (302) 739-5660

FAX TRANSMITTAL SHEET

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

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

From:
Joan N. Larrivee
Deputy SHPO

Company:
STB/SEA

Date:
Feb. 2, 1998

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

TELEPHONE: (302) 739 - 5685

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RECEIVED FEB - 9 1998 MAIL MANAGEMENT STB

January 30, 1998

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

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

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

Dear Ms. Kaiser:

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

APPROACH TO CULTURAL RESOURCES

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

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

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

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

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

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

DELAWARE

Volume, 3A Chapter 5-DE describes the potential impacts to Delaware. Only four of the nine rail segments met the Board's threshold for environmental analysis. SEA did not find that transportation, energy, hazardous materials/waste sites, natural resources or land use/ socioeconomics were relevant technical areas for analysis in Delaware. (This seems to contradict chart provided in Executive Summary, which indicates that several lines met the threshold for HAZMAT issues). Of the remaining technical areas, SEA found that only Cultural Resources required further study (i.e, compliance w/Section 106 re Shell Pot Bridge). Nevertheless, SEA will also recommend coordination among CSX and concerned groups in the City of Newark regarding existing and future safety concerns, particularly at-grade crossings, despite the fact that the increase in rail traffic was not considered significant by the Board's standards. Volume 4 provides SEA's Preliminary Recommended Environmental Mitigation for these two issues, in comments Numbers 13 and 25, respectively. The DE SHPO concurs that these recommendations are appropriate.

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

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

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

Sincerely,

Gwen Davis

for Joan N. Larrivee
Deputy State Historic Preservation Officer

cc: Martha Catlin, ACHP

ENTERED
Office of the Secretary

FEB 09 1998

3 Part of Public Record

FEB - 9 1998

STATE OF DELAWARE
DEPARTMENT OF JUSTICE

M. JANE BRADY
ATTORNEY GENERAL

February 4, 1998

PLEASE RESPOND TO:

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

Via Federal Express &
Regular Mail

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

Attention: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

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

Dear Ms. Kaiser:

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

Specifically, there are several areas:

Air Quality

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

Emission estimates within the EIS show that the increased countywide air pollutant emissions will exceed the threshold for New Castle County, Delaware. The assessment also concludes that there will be localized increases in emissions, a concern for many Delawareans. However, the analysis of determining the overall impact with mitigation measures was evaluated on a regional basis. We feel that impacts with mitigation measures should be determined on a localized basis, since the entire freight operations are a stationary or linear source.

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

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

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

Commuter Service and Passenger Rail Service

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

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

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

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

Cultural Resources

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

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

Environmental Justice

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

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

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

Hazardous Waste

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

Areas of Special Concern – Newark, DE

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

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

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

As an additional provision, there are several overpasses and underpasses that pose as an immediate problem for traffic and pedestrian/bike safety. It is the Department's position that CSX shall also consult with local agencies, the University of Delaware, DelDOT, and other appropriate parties regarding overpasses and underpasses throughout the Newark, DE. Specifically, one example is located at Casho Mill Road in Newark.

Further Analysis Needed – Cumulative Impacts

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

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

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

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

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

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

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

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

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

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

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

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

- On a continual basis, traffic and pedestrian safety at at-grade crossings and at overpasses and underpasses will be improved as reasonably needed or warranted.

- The Department would also like to see a document or special conditions for continual inspection of bridges, rail lines, and safety equipment (gating and lighting, etc.) at grade intersections.

- The SEA should also request a commitment for added maintenance. The Department and State do not expect rail companies to implement a maintenance or replacement program solely after an accident occurs. We want to ensure that an accident never happens. The Department wants a formal commitment and dedication that maintenance and inspection schedules are implemented on a more frequent basis. These measures should be adopted and concurred before the SEA approves of the acquisition application.

Noise

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

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

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

Very truly yours,

Frederick H. Schranck
Deputy Attorney General

FHS/mh

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

FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs

MEMBER OF THE FLORIDA CABINET
Division of Library & Information Services
Division of Historical Resources
Ringling Museum of Art
Division of Licensing
Division of Elections

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FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

DEC 23 1997

December 17, 1997

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

In Reply Refer To:
Robin D. Jackson
Historic Sites Specialist
Project File No. 975467

ENVIRONMENTAL DOCUMENT

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

Dear Ms. Kaiser:

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

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

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

Sincerely,

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

GWP/Jrj

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FAX: (850) 488-3353 • WWW Address **http://www.dos. state.fl.us**

❒ ARCHAEOLOGICAL RESEARCH (850) 487-2299 • FAX: 414-2207
☑ HISTORIC PRESERVATION (850) 487-2333 • FAX: 922-0496
❒ HISTORICAL MUSEUMS (850) 488-1484 • FAX: 921-2503

Illinois Historic
Preservation Agency
1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

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Various Counties
STB-CSX and Norfolk-Conrail acquisition
Finance Docket No. 33388
IHPA Log #12062497, 970107004P-S

January 13, 1998

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

ENVIRONMENTAL DOCUMENT

Dear Ms. Kaiser:

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

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

AEH:TAS
c: Paul McGinley

ENVIRONMENTAL DOCUMENT

INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation
and Archaeology
402 W. Washington St., Room W274
Indianapolis, Indiana 46204
E-mail: dhpa_at_dnrlan@ima.isd.state.in.us
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January 2, 1998

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

Dear Mr. Williams:

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

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

Very truly yours,

John L. Carr

for Larry D. Macklin
State Historic Preservation Officer

LDM:SLW:RSW:smg

"EQUAL OPPORTUNITY EMPLOYER"

PRINTED ON RECYCLED PAPER

INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation
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402 W. Washington St., Room W274
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(317) 232-1646
(317)232-0693 FAX

February 6, 1998

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

Dear Ms. Kaiser:

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

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

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

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

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

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

Very truly yours,

John T. Costello

Larry D. Macklin
State Historic Preservation Officer

LDM:SLW:JAM:MMD:RSW:rsw

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

D·H·C·D

Maryland Department of Housing and Community Development

Division of Historical and Cultural Programs

100 Community Place
Crownsville, Maryland 21032

410-514-7600
1-800-756-0119
Fax: 410-987-4071
Maryland Relay for the Deaf:
1-800-735-2258

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February 2, 1998

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

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

Dear Ms. Kaiser:

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

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

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

Sincerely,

Elizabeth J. Cole
Elizabeth J. Cole
Administrator, Archeological Services

EJC/9800040
cc: Ms. La Verne Gray (MOP)
Mr. Paul McGinley (MHA)

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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 No. 33388 (MHC# 19523)

Dear Ms Kaiser:

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

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

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

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

Sincerely,

Judith B. McDonough

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

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STATE OF MISSOURI
Mel Carnahan, Governor • Stephen M. Mahfood, Director

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF STATE PARKS
P.O. Box 176 Jefferson City, 65102-0176 (573) 751-2479
FAX (573) 751-8656

11 February 1998

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

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

Dear Mr. McGinley:

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

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

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

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

Sincerely,

HISTORIC PRESERVATION PROGRAM

Claire F. Blackwell

Claire F. Blackwell
Director and Deputy State
Historic Preservation Officer

CFB:jd

c Elaine K. Kaiser
Tom McCulloch

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection

Robert C. Shinn, Jr.
Commissioner

December 9, 1997

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

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

To Whom It May Concern:

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

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

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

Sincerely,

Lawrence Schmidt
Director
Office of Program Coordination

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

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Executive Order No. 215

Environmental Assessment

New Jersey Department of Environmental Protection

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State of New Jersey
Department of Environmental Protection

Christine Todd Whitman
Governor

Robert C. Shinn, Jr.
Commissioner

Office of Program Coordination
PO Box 418
Trenton, NJ 08625-0418
Phone 609-292-2662
Fax 609-777-0942

EXECUTIVE ORDER NO. 215

ENVIRONMENTAL ASSESSMENT

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

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

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

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EXECUTIVE ORDER NO. 215

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

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

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

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

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

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

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

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

a) Level 1 - projects with anticipated construction costs in excess of $1 million shall be subject to the preparation of an environmental assessment. The assessment shall follow guidelines prepared by the Department of Environmental Protection, attached herewith to this Order. Alternatively, environmental assessments prepared to support a "Finding of No Significant Impact" under the National Environmental Policy Act may be substituted for an assessment otherwise required pursuant to the attached Department of Environmental Protection guidelines; or

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

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

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

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

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

a) identification of any probable adverse environmental impacts that could be expected from project implementation;

b) an identification of any Department of Environmental Protection permits or regulatory requirements which will be applicable to the proposed project; and

c) recommendations including, but not limited to:

i) approval based on the representations made in the assessment or impact statement;

ii) conditional approval, including receipt of permits and/or measures to reduce and/or mitigate the anticipated impacts to an acceptable level;

iii) an additional impact assessment on one or more specific environmental consequences;

iv) project modification to avoid adverse environmental impacts; and

v) major restructuring of the project.

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

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

STATE OF NEW JERSEY
EXECUTIVE DEPARTMENT

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

a) maintenance or repair projects;

b) facilities or equipment replaced in kind at the same location;

c) renovations or rehabilitation of existing buildings;

d) expansions or additions of existing buildings provided that the expansion or addition does not increase the building's capacity by more than 25 percent;

e) projects subject to review pursuant to the provisions of the Coastal Area Facility Review Act or the Municipal Wastewater Treatment Financing Program;

f) projects which will require a full environmental impact statement pursuant to the National Environmental Policy Act;

g) projects classified as categorical exclusions pursuant to regulations promulgated in accordance with the National Environmental Policy Act; or

h) projects involving loans or tax exempt financing to private sector applicants by departments, agencies or authorities of the State of New Jersey.

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

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

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

11. This Order shall take effect immediately.

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

/s/ Thomas H. Kean

GOVERNOR

[seal]

Attest:

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

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

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

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

I. A DESCRIPTION OF THE PROPOSED PROJECT

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

* A. Identity of the project sponsor.

* B. Explain the purpose of the proposed project, including a description of the constituency to be served by the project, the services being provided, and the extent of benefits realized by the department, agency or authority and the community within which the project is to be located.

* C. Describe the regional, municipal and/or neighborhood setting of the project.

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

*1. a site plan of the project.

2. a description of the construction phase that identifies:

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

3. a description of the operation phase including:

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

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

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

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

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

* A. Natural resources of the site and surrounding area - describe geological character, soil characteristics, land form (i.e. wetlands, mountains, etc.), hydrological features, and biological resources of the area including endangered species.

* B. Man-made resources - present site land use, adjacent land uses, access and transportation patterns, zoning, population density, and demographics.

* C. Human resources - cultural and social factors; park and recreational facilities; aesthetic features; historical, archeological, and architectural aspects of the environment.

III. THE PROBABLE ENVIRONMENTAL IMPACT OF THE PROJECT IF IMPLEMENTED

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

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

* A. Land:

*1. discuss the consistency of the proposed action with approved federal, State, regional and local land use plans. Identify instances where land use practices, even though accepted, would pose an environmental problem;

*2. discuss how the area is currently zoned and the relationship of such zoning to the proposed action;

*3. discuss how the proposal will encourage or discourage residential, commercial or industrial growth to the extent that it will change the character and economy of the area; and

*4. discuss whether the proposed action will result in the loss or alteration of any ecologically sensitive lands such as flood plains, steep slopes, and wetlands.

* B. Water:

*1. identify and discuss any potential instance of non-compliance with approved State water quality standards arising from the proposed project, with particular attention to low flow periods;

*2. discuss whether or not the proposed project will result in increased pollution or turbidity levels within the receiving waterway and, if so, what the effects will be downstream and upstream;

*3. discuss the beneficial and adverse effects of the proposed action on aquatic biota and habitats;

*4. discuss the effects that the proposed action will have on ground water quality and quantity and the basis of the determination;

*5. discuss whether there will be any depletion of water as a result of the proposed action;

*6. discuss whether there will be any increased incidence of flooding caused by structural obstructions or increased flow due to the proposed project. Include the probable effects in terms of flood levels, channel erosion, velocity, and siltation of stream channels; and

*7. discuss any cumulative effects.

C. Air:

1. as appropriate, perform diffusion modeling of the effect of the proposed action on local and regional air quality. All aspects of the project (including mobile sources) should be given consideration in terms of possible receptor sites of air pollutants directly or indirectly generated from the proposed project. Include a discussion of the cumulative aspects. Discuss present and projected ambient air quality data so that direct comparisons may be made among present air quality, projected air quality, and governing air quality standards;

2. discuss whether the project will meet applicable emission standards and regulations contained in the State Air Pollution Control Code;

3. if appropriate, discuss precautions taken to prevent odor problems;

4. if applicable, discuss precautions taken to prevent the airborne transmission of pathogenic organisms;

5. discuss the possible influence of the proposed action on immediate area local receptors; and

6. base the evaluation of air quality on complete diffusion climatology, providing adequate references.

* D. Aquatic and Terrestrial Wildlife:

* 1. discuss any loss (or gain) in habitat and its anticipated effect;

* 2. discuss the gain/loss of food chain on the aquatic and terrestrial wildlife;

* 3. discuss the effect of noise, dust, lighting, turbidity, and siltation upon aquatic and terrestrial wildlife from commencement of construction through and including post-construction; and

* 4. discuss any impacts on endangered plants or animal species.

* E. Social and Economic:

* 1. discuss the socio-economic effects on the community due to any other development projects attributable to, but not part of, the proposed action. Will adequate public services be available to serve this development such as schools, parks, fire, and police protection?; and

* 2. discuss how the project could affect historic, archaeological, or cultural resources on or eligible for the <u>State Register of Historic Places</u>.

F. Solid Waste - discuss methods for solid waste handling both during construction and subsequent operation.

G. Aesthetics - discuss how the natural or present character of the area will be changed as a result of the proposed action.

IV. METHODS OF MITIGATING ADVERSE ENVIRONMENTAL IMPACTS

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

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

V. AVOIDANCE OF ADVERSE ENVIRONMENTAL IMPACTS

* A. Describe in detail those impacts which cannot be reduced to acceptable levels, their implications, and the reasons why the action is being proposed notwithstanding their effect.

* B. Where abatement measures can reduce adverse impacts to acceptable levels, discuss the effectiveness, costs of the abatement measures, and the basis for considering the adequacy of the determination.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

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

A. Include the alternative of taking no action. Also include the alternative of other sites, designs, and operations considered and rejected.

B. Include alternatives capable of substantially reducing or eliminating any adverse impacts, even at the expense of reducing project objectives.

C. For each alternative discussed, include reasons why each was not as acceptable as the proposed action.

ENVIRONMENTAL DOCUMENT

State of New Jersey
Department of Environmental Protection

Christine Todd Whitman
Governor

Robert C. Shinn, Jr.
Commissioner

Division of Parks and Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

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January 29, 1998
HPO-A98-137

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

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

Dear Ms. Kaiser:

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

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

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

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

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

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

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

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

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

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

Sincerely,

Dorothy P. Guzzo

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

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

Ohio Historical Center

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

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OHIO HISTORICAL SOCIETY
SINCE 1885

ENVIRONMENTAL DOCUMENT

December 17, 1997

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

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

Dear Ms. Kaiser,

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

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

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

Sincerely,

Mark J. Epstein, Department Head
Resource Protection and Review

CENTRAL ADMINISTRATIVE UNIT
REC'D: 12/30/97
DOCUMENT # 12|30|97 2:54:27 pm

MJE:DMS/ds

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

Ohio Historical Center

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

OHIO HISTORICAL SOCIETY
SINCE 1885

December 19, 1997

ENVIRONMENTAL DOCUMENT

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

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

Dear Ms. Kaiser,

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

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

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

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

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

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

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

Sincerely,

David Snyder

David Snyder, Archaeology Reviews Manager
Resource Protection and Review

DMS/ds

Attachment

xc (without attachment):

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

morpc
Mid-Ohio Regional Planning Commission
An association of local governments providing planning, programs and services for the region.

November 14, 1997

REC'D BY OHPO NOV 17 1997

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

Dear Mr. Snyder:

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

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

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

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

Very truly yours,

William C. Habig

William C. Habig
Executive Director

WCH:jrh

285 East Main Street • Columbus, Ohio 43215-5272 • http://www.morpc.org
(614) 228-2663 • FAX (614) 621-2401 • TDD (614) 228-2250 or 1-800-886-2663

City of Cleveland
Michael R. White, Mayor

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

RECEIVED NOV 24 1997

November 20, 1997

DEC 30 1997

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

Dear Mr. Snyder:

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

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

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

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

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

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

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

Thank you for your consideration of this matter.

Sincerely,

Robert D. Keiser

Robert D. Keiser, Secretary
Cleveland Landmarks Commission

cc: Sharon Sobol Jordan
Hunter Morrison
Christopher Warren

IMPACTS OF PROPOSED FREIGHT RAIL CHANGES ON CLEVELAND NEIGHBORHOODS

City Planning Commission

LAND USE AND DEMOGRAPHIC ISSUES

Summary of Findings

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

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

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

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

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

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

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

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

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

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

REC'D BY OHPO NOV 20 1997

REC'D DEC 30 1997

Kathy Mast Kane
2595 Summit Street
Columbus OH 43202

November 20, 1997

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

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

Dear Mr. Snyder:

I am writing in response to the October 30, 1997 letter soliciting comments from the community. I am a resident of the Glen Echo neighborhood which runs adjacent to the railroad where the proposed construction is to take place. This neighborhood was listed in the National Register of Historic Places on October 24, 1997. The historic district is bounded by the Glen Echo Ravine on the north, Indianola Ave. on the west, Hudson Street on the south and the alley running parallel to the western edge of the railroad tracks on the east. If construction is to occur between the existing tracks, as stated, the only resource directly impacted by the work may be a c. 1860? coursed stone round-arched culvert which spans Slate Run in the ravine. It is located on the western edge of the tracks' embankment where it crosses the creek. (See pages 7-2, 7-15, 7-22 in "Glen Echo Historic District" National Register nomination.) Furthermore, because the ravine, city park and many outbuildings are contributing features in the historic district, and because the construction site abuts the eastern boundary of the district, I am concerned about the deposit of any debris or sedimentation created by the construction into the area. Please consider these issues as the project is reviewed.

Thank you for the opportunity to comment.

Sincerely,

Kathy Mast Kane

Kathy Mast Kane
Glen Echo Historic District resident

xc: Chairperson, University Area Commission

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

ENTERED 10/27/97

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

1. Name of Property

historic name GLEN ECHO HISTORIC DISTRICT

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

2. Location

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

city or town Columbus N/A ☐ vicinity

state Ohio code OH county Franklin code 049 zip code 43202

3. State/Federal Agency Certification

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

Barbara Powers Dept. Head Planning, Inventory & Regs. Sept. 17, 1997
Signature of certifying official/Title Date

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

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register
☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) ____

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

THE RAVINE

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

THE PARK

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

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

NONCONTRIBUTING BUILDINGS

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

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

1. 350 Hudson Street: A 1 story "modern broad front" commercial building constructed in 1926 as an A & P grocery store. The building has brick bearing wall construction covered in stucco with a corbeled parapet. Storefront entries on Indianola Avenue and Hudson Street have been altered with blue glazed brick c.1960. This building is at the southwest corner of the district. (Photo #10)

2. 2636 Indianola Ave.: A 2 story L-shaped brick eight-unit apartment building (1957). These lots were undeveloped from the time they were platted until construction of these apartments. (See Photo #14)

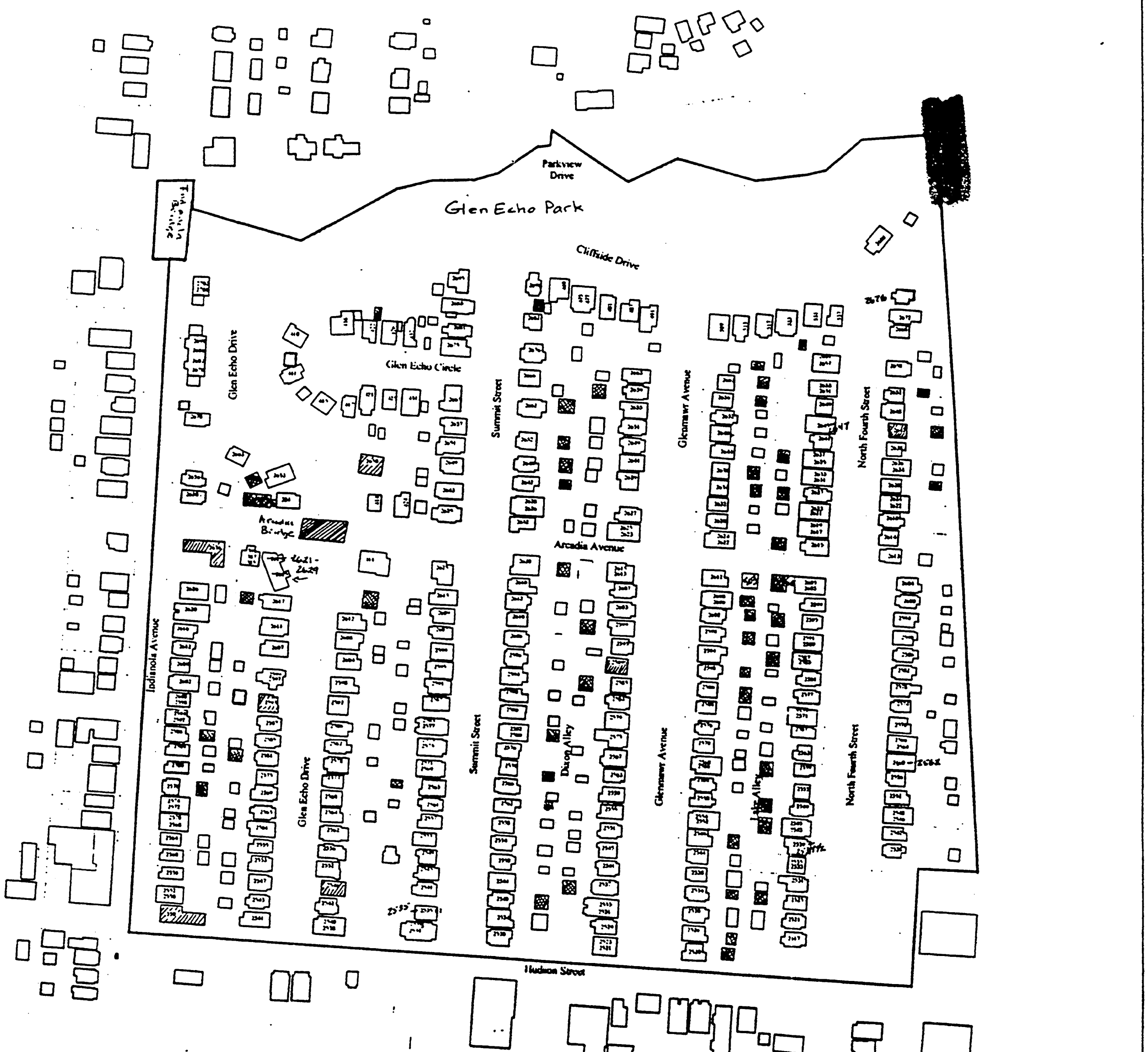
3. 2546 Glen Echo Drive: A 1 story residence (c.1960). A house built on this lot c.1911-12 was torn down c.1951. (Photo #115

4. 2593 Glen Echo Drive: A 1 1/2 story residence (c.1951). A house built on this lot c.1914 was torn down c.1951. (Photo #119)

5. 2650 Glen Echo Drive: A 2-story residence (c.1970). This lot was undeveloped from the time it was platted until construction of this house.

Photo #	Address	Former Address	Circa Date	Notes	Non-Cont.	Garage (C/NC)
GLEN ECHO DRIVE Continued						
	2578		1912-13			C
112	2581		1913			NC
	2582		1915			
	2583		1915			C
	2586		1911-12			C
	2587		1914			
	2592		1915			
	2593		1951		NC	C
	2597-2599		1918			C
	2598		1916			
	2604		1915			C
114	2607		1913-1916			
	2608		1914			C
	2611		1923			
	2612		1918			C
	2617		1917			NC
	2621-2629		1926	4-unit Apts.		
	2650		1970		NC	
	2653		1915			NC
21	2663		1917			
GLEN ECHO RAVINE						
120	Culvert		1860	Structure		
17	City Park		1912	Site		

Contributing & Non-contributing



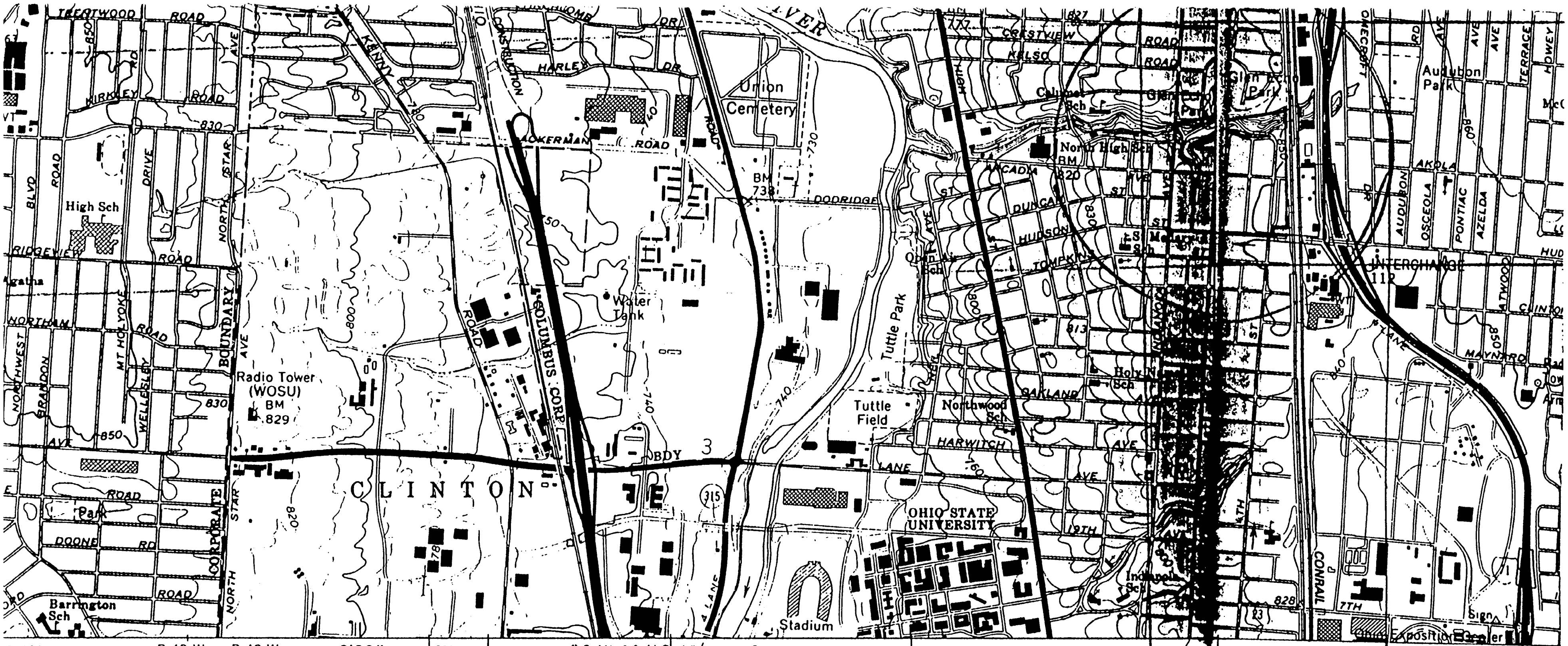
Glen Echo Historic District
Columbus, Franklin County, Ohio

(Contributing & Non contributing)

N

= Non contributing - Primary Buildings/Bridge

= Non contributing - Garages



INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1983

D-76

1 MILE

000 5000 6000 7000 FEET

1 KILOMETER

0 FEET
TUM OF 1929

ACCURACY STANDARDS
RESTON, VIRGINIA 22092
BOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

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

Purple tint indicates extension of urban area

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	

( ) Interstate Route U. S. Route State Route

NORTHWEST COLUMBUS, OHIO

N4000—W8300/7.5

1965
PHOTOREVISED 1982
DMA 4364 II SE–SERIES V852

Mapped, edited, and published by the (
Revised in cooperation with State of Ohi

Control by USGS, NOS/NOAA, USCE, and City of

Topography by photogrammetric methods from ae photographs taken 1953. Field checked 1954.

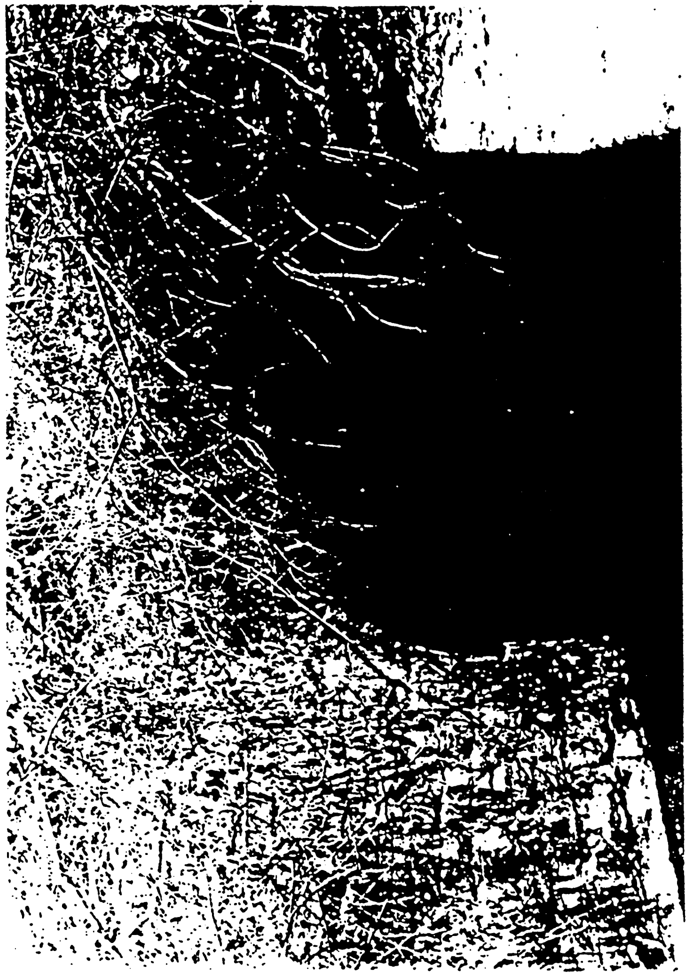
Polyconic projection. 10,000-foot grid ticks bas system, south zone. 1000-meter Universal Trans Mercator grid ticks, zone 17, shown in blue. 19 American Datum. To place on the predicted Nor Datum 1983 move the projection lines 3 meters s and 10 meters west as shown by dashed corner ti

Fine red dashed lines indicate selected fence and generally visible on aerial photographs. This info

Red tint indicates areas in which only landmark b

Entire area lies within the United States Military D Land lines based on the Base Line of the United S

There may be private inholdings within the bounda of the National or State reservations shown on this



REC'D BY OHPO OCT 21 199

RECEIVED DEC

BUCYRUS HISTORICAL SOCIETY

202 S. WALNUT ST. - BUCYRUS, OHIO 44820

Oct. 18, 1997
?

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

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

Dear Mr. Snyder:

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

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

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

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

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

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

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

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

Sincerely,

Ben Anslow, Jr.

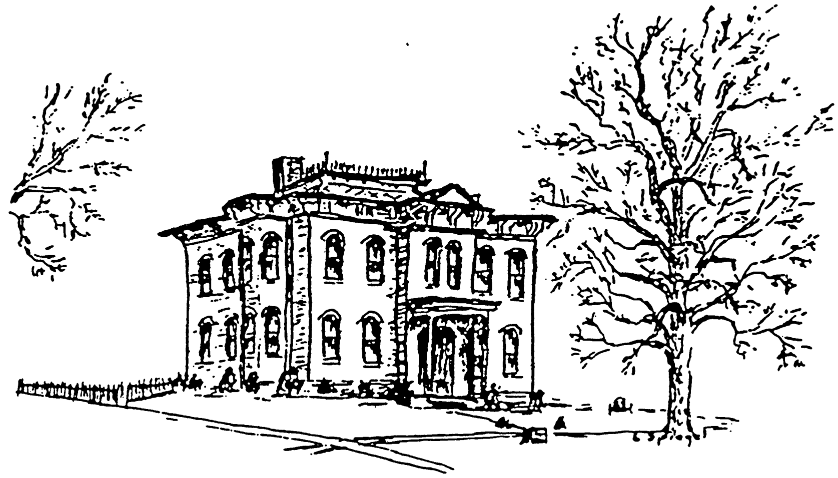
Ben Anslow, Jr.
Chrmn, BUCYRUS HISTORICAL SOCIETY STATION FUND

enc. (3 pgs.)

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

Please direct any reply to: Ben Anslow, Jr.
1090 Mary Ann Lane
Bucyrus, Ohio 44820

Tel. (419) 562-8057



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

Oct. 17, 1997

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

Att: Mr. John Bridges, Exec. Secy.

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

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

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

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

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

BUILDING STATUS:

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

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

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

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

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

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

WORK STATUS:

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

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

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

USES:

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ben Anslow, Jr.

Ben Anslow, Jr.

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

ENVIRONMENTAL DOCUMENT

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

OHIO HISTORICAL SOCIETY
SINCE 1885

December 24, 1997

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

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

Dear Ms. Kaiser,

The purpose of this letter is to provide additional comments in response to correspondence from your office dated October 15, 1997 (received October 20) regarding the above referenced Conrail acquisition project, with additional information provided during a meeting on October 17, 1997. The correspondence provides a compilation of information and reports of identification level survey, evaluation, and assessment of effects for the Conrail acquisition project. The comments of the Ohio Historic Preservation Office (OHPO) are submitted in accordance with provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 [36 CFR 800]); the Surface Transportation Board (STB) serves as the lead federal agency.

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

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

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

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

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

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

We concur that the section proposed for work between Weber and Hudson streets in Columbus has been extensively disturbed and no additional archaeological investigations are needed. However, as noted in our December 19, 1997, letter, this project area appears to include a contributing element to the Glen Echo Historic District and care is needed to avoid impacts. We strongly recommend further review of the proposed work in Columbus to ensure that eligible or listed properties are not impacted.

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

Additional coordination for some components of this project is recommended, however coordination with this office has been completed for several components and we don't object to construction being initiated in these areas. Please don't hesitate to contact this office if you have any questions about coordination needs for any of the components or if you feel that clarification or specific comments on a particular component would be helpful. Any questions concerning this matter should be addressed to David Snyder at (614) 297-2470, between the hours of 8 am. to 5 pm. Thank you for your cooperation.

Sincerely,

David Snyder

David Snyder, Archaeology Reviews Manager
Resource Protection and Review

DMS/ds

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

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

CENTRAL ADMINISTRATIVE
REC'D:
DOCUMENT # 3/27/98 11:55:03 AM

RECEIVED MAR 25 1998 MAIL MANAGEMENT STB

March 19, 1998

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

TO EXPEDITE REVIEW USE BHP REFERENCE NUMBER

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

Dear Ms. Kaiser:

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

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

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

2. Morrisville Yard, Lower Morrisville Road, Morrisville, Bucks County: This yard is significant for its association with the Trenton Cut-Off and meets National Register criteria A and C for transportation and engineering. Although there are few buildings left at the yard, those that remain have sufficient integrity to reflect the

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

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

3. Allentown Yard, River Drive and Lehigh Canal, Allentown, Lehigh County

4. Harrisburg Yard, N. 7th and Industrial Road, Harrisburg, Dauphin County

5. Pitcairn Yard, Wall & Turtle Creek, Monroeville and Lower Versailles Township, Allegheny County

6. Rutherford Railroad Yards, Swatara Township, Dauphin County

7. Snyder Avenue Yard, 12 East Snyder Avenue, Philadelphia

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

Sincerely,

Brenda Barrett
Director

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

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APPENDIX E
Safety: Highway/Rail At-grade Crossing Safety Analysis

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CONTENTS

ATTACHMENTS

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APPENDIX E
SAFETY: HIGHWAY/RAIL AT-GRADE CROSSING SAFETY ANALYSIS

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

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

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

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

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ATTACHMENT E-1

Illinois Highway/Rail At-grade Crossing Accident Frequency

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

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

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

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

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
VERMILION	N-033	479886Y	MAIN ST.	Gate	4,050	2	60	22.7	39.0	1	0.0801	0.0914	
VERMILION	N-033	479889U	TR 54	Passive	150	2	60	22.7	39.0	0	0.0430	0.0530	
VERMILION	N-033	479891V	TR 32	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
VERMILION	N-033	479892C	TR 24	Passive	50	2	60	22.7	39.0	0	0.0314	0.0396	
VERMILION	N-033	479893J	TR 12	Passive	59	2	60	22.7	39.0	0	0.0330	0.0414	
VERMILION	N-045	479843F	ST LINE	Flasher	509	2	60	23.6	41.0	0	0.0301	0.0374	
VERMILION	N-045	479844M	POLAND	Flasher	225	2	60	23.6	41.0	0	0.0229	0.0290	
VERMILION	N-045	479847H	TR448	Passive	159	2	60	23.6	41.0	0	0.0444	0.0548	
VERMILION	N-045	479848P	CAMPBELL XING/TR 450	Passive	100	2	60	23.6	41.0	2	0.1674	0.1925	0.0305 (a)
VERMILION	N-045	479854T	VOORHEES	Gate	11,100	2	60	23.6	41.0	1	0.1019	0.1160	
VERMILION	N-045	479855A	PRIES ST	Gate	59	2	60	23.6	41.0	0	0.0118	0.0149	
VERMILION	N-045	479856G	BOWMAN ST.	Gate	8,800	2	60	23.6	41.0	0	0.0592	0.0743	
VERMILION	N-045	479857N	MARTIN ST	Flasher	559	2	60	23.6	41.0	0	0.0358	0.0440	
VERMILION	N-045	479859C	WMS/WILLIAM ST.	Gate	4,900	2	30	23.6	41.0	1	0.0901	0.1029	
VERMILION	N-045	479861D	VAN BUREN	Gate	1,150	2	30	23.6	41.0	0	0.0252	0.0310	
VERMILION	N-045	479862K	MAIN	Gate	15,600	4	30	23.6	41.0	1	0.1231	0.1384	
VERMILION	N-045	479863S	S.ST.	Gate	5,600	4	30	23.6	41.0	1	0.1063	0.1207	
VERMILION	N-045	479864Y	THIRD	Gate	1,100	2	30	23.6	41.0	0	0.0250	0.0307	
VERMILION	N-045	479867U	14TH	Gate	2,550	2	30	23.6	41.0	0	0.0304	0.0369	

(a) Mitigation already in place

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ATTACHMENT E-2

Indiana Highway/Rail At-grade Crossing Accident Frequency

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

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

INDIANA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
ALLEN	N-041	478208L	NORTH RIVER ROAD	Passive	300	2	60	13.6	27.3	0	0.0631	0.0783	
ALLEN	N-041	478210M	LANDIN ROAD	Flasher	12,950	4	60	13.6	27.3	0	0.0734	0.0856	
ALLEN	N-041	478211U	PARROT RD./ROSE AVE.	Flasher	3,745	2	60	13.6	27.3	0	0.0442	0.0558	
ALLEN	N-041	478212B	WEST STREET	Passive	360	2	50	13.6	27.3	0	0.0627	0.0779	
ALLEN	N-041	478213H	CLEMENT ST MAIN	Passive	575	2	50	13.6	27.3	0	0.0696	0.0851	
ALLEN	N-041	478214P	HARTZELL ROAD	Flasher	4,710	2	50	13.6	27.3	1	0.1125	0.1339	
ALLEN	N-041	478216D	ESTELLA AVE	Flasher	2,600	2	50	13.6	27.3	2	0.1738	0.2042	0.0393
ALLEN	N-041	478218S	MEYER ROAD	Gate	3,000	2	60	13.6	27.3	1	0.0746	0.0884	
ALLEN	N-041	478223N	LUMBARD ST	Gate	2,080	2	30	13.6	27.3	0	0.0243	0.0315	
ALLEN	N-041	478224V	WABASH AVE	Flasher	700	2	30	13.6	27.3	0	0.0315	0.0412	
ALLEN	N-041	478225C	FLETCHER AVE	Gate	760	2	30	13.6	27.3	0	0.0190	0.0249	
ALLEN	N-041	478226J	ANTHONY BLVD	Gate	16,330	2	30	13.6	27.3	2	0.1544	0.1793	(b)
ALLEN	N-041	478227R	WINTER ST	Gate	710	2	30	13.6	27.3	0	0.0186	0.0245	
ALLEN	N-044	478237W	BROOKLYN AVE	Gate	12,200	2	30	19.0	34.9	1	0.1001	0.1155	
ALLEN	N-044	478238D	NUTTMAN AVE	Gate	5,070	2	30	19.0	34.9	0	0.0338	0.0415	
ALLEN	N-044	478240E	ENGLE ROAD	Flasher	11,000	2	30	19.0	34.9	1	0.1457	0.1654	0.0739
ALLEN	N-044	478241L	ARDMORE AVE	Gate	10,290	2	30	19.0	34.9	0	0.0352	0.0431	
ALLEN	N-044	478243A	SMITH ROAD	Flasher	3,500	2	60	19.0	34.9	1	0.1173	0.1362	
ALLEN	N-044	478248J	ELLISON RD	Gate	2,200	2	60	19.0	34.9	0	0.0248	0.0310	
ALLEN	N-044	478249R	HOMESTEAD ROAD	Gate	750	2	60	19.0	34.9	0	0.0210	0.0269	
ALLEN	N-044	478250K	AMBER ROAD	Passive	250	2	60	19.0	34.9	0	0.0473	0.0592	
ALLEN	N-044	478251S	ABOITE ROAD	Gate	500	2	60	19.0	34.9	0	0.0171	0.0219	
CARROLL	N-046	342069P	MARKET ST	Gate	200	2	25	18.4	40.2	1	0.0508	0.0600	
CARROLL	N-046	342072X	WASHINGTON STREET	Gate	500	2	25	18.4	40.2	0	0.0169	0.0231	
CARROLL	N-046	342074L	UNION ST	Gate	100	2	25	18.4	40.2	0	0.0111	0.0154	
CARROLL	N-046	342077G	INDIANA STREET	Gate	100	2	25	18.4	40.2	0	0.0111	0.0154	
CARROLL	N-046	342080P	WILSON STREET	Gate	650	2	25	18.4	40.2	1	0.0594	0.0712	
CARROLL	N-046	484245C	CR 150E	Passive	250	2	60	18.4	40.2	0	0.0673	0.0847	
CARROLL	N-046	484246J	WASHINGTON ST/ CR 100E	Passive	100	2	60	18.4	40.2	1	0.1308	0.1604	0.0645
CARROLL	N-046	484247R	MADISON	Flasher	100	2	60	18.4	40.2	1	0.0554	0.0671	
CARROLL	N-046	484248X	MERIDIAN LINE 000	Passive	100	2	60	18.4	40.2	1	0.1308	0.1604	0.0100
CARROLL	N-046	484249E	CR 100W	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484250Y	OAK ST.	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484251F	WALNUT ST	Passive	100	2	60	18.4	40.2	0	0.0544	0.0708	
CARROLL	N-046	484252M	CR 600 N	Passive	250	2	60	18.4	40.2	0	0.0673	0.0847	
CARROLL	N-046	484253U	CR 400 W	Passive	250	2	60	18.4	40.2	0	0.0454	0.0607	

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

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

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

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

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
DELAWARE	N-040	474565A	TILLOTSON	Gate	19,025	4	30	2.6	11.8	0	0.0248	0.0419	
DELAWARE	N-040	474566G	JACKSON ST.	Gate	5,007	2	30	2.6	11.8	0	0.0138	0.0251	
DELAWARE	N-040	474567N	JACKSON ST.	Flasher	2,492	2	30	2.6	11.8	0	0.0206	0.0382	
DELAWARE	N-040	474568V	CORD300W MORRISON	Gate	4,800	2	30	2.6	11.8	0	0.0137	0.0249	
DELAWARE	N-040	474569C	SHERWOOD DR.	Passive	105	2	30	2.6	11.8	1	0.0705	0.1057	
DELAWARE	N-040	474572K	CO RD 500 W	Gate	2,077	2	60	2.6	11.8	0	0.0109	0.0203	
DELAWARE	N-040	474573S	JACKSON PIKE	Gate	1,030	2	60	2.6	11.8	0	0.0090	0.0170	
DELAWARE	N-040	474575F	WEST ST.	Passive	80	2	60	2.6	11.8	0	0.0233	0.0445	
DELAWARE	N-040	474576M	CO RD 600 W	Gate	1,617	2	60	2.6	11.8	0	0.0102	0.0190	
DELAWARE	N-040	474577U	CO RD 150 N	Flasher	250	2	60	2.6	11.8	0	0.0088	0.0178	
DELAWARE	N-040	474578B	CO RD 700 W	Passive	121	2	60	2.6	11.8	0	0.0266	0.0497	
DELAWARE	N-040	474580C	CO RD 800 W	Passive	50	2	60	2.6	11.8	1	0.0691	0.1034	
DELAWARE	N-040	474581J	CO RD 850 W	Passive	196	2	60	2.6	11.8	0	0.0308	0.0561	
DELAWARE	N-040	474584E	CO RD 925 W	Passive	56	2	60	2.6	11.8	0	0.0208	0.0404	
DELAWARE	N-040	474585L	CO RD 950 W	Passive	63	2	49	2.6	11.8	0	0.0201	0.0391	
ELKHART	C-066	155417B	C.R. 11	Passive	259	2	60	21.4	47.7	0	0.0727	0.0907	
ELKHART	C-066	155419P	CR 9	Passive	431	2	60	21.4	47.7	1	0.1778	0.2099	0.0746
ELKHART	C-066	155420J	CR 7	Flasher	5,314	2	60	21.4	47.7	0	0.0574	0.0718	
ELKHART	C-066	155421R	JACKSON ST	Flasher	1,750	2	60	21.4	47.7	0	0.0429	0.0562	
ELKHART	C-066	155424L	MADISON	Gate	804	2	60	21.4	47.7	0	0.0203	0.0276	
ELKHART	C-066	155426A	NAPPANEE ST	Flasher	1,305	2	60	21.4	47.7	0	0.0394	0.0522	
ELKHART	C-066	155427G	WILLIAMS ST	Gate	207	2	60	21.4	47.7	0	0.0173	0.0246	
ELKHART	C-066	155431W	TOMAHAWK	Passive	661	2	60	21.4	47.7	0	0.0870	0.1044	
FOUNTAIN	N-045	484327J	CR 900 E	Passive	65	2	60	23.6	41.0	1	0.0950	0.1111	
FOUNTAIN	N-045	484328R	CR 1500 N.	Gate	50	2	60	23.6	41.0	0	0.0098	0.0125	
FOUNTAIN	N-045	484332F	650 E	Flasher	50	2	60	23.6	41.0	0	0.0134	0.0173	
FOUNTAIN	N-045	484334U	CR 1400 N.	Gate	300	2	60	23.6	41.0	0	0.0159	0.0199	
FOUNTAIN	N-045	484337P	MARKET ST 500 E	Gate	230	2	60	23.6	41.0	0	0.0148	0.0186	
FOUNTAIN	N-045	484341E	CR 375 E.	Passive	50	2	60	23.6	41.0	0	0.0319	0.0404	
FOUNTAIN	N-045	484342L	CR 325 E.	Passive	50	2	60	23.6	41.0	0	0.0319	0.0404	
FOUNTAIN	N-045	484344A	250 E	Passive	50	2	60	23.6	41.0	0	0.0319	0.0404	
FOUNTAIN	N-045	484346N	PERRY ST	Gate	620	2	35	23.6	41.0	0	0.0191	0.0237	
HUNTINGTON	N-044	478252Y	CR 1100 N	Passive	95	2	60	19.0	34.9	0	0.0557	0.0685	
HUNTINGTON	N-044	478256B	LAFAYETTE CENTER RD.	Gate	1,250	2	60	19.0	34.9	0	0.0216	0.0273	
HUNTINGTON	N-044	478257H	STATION RD	Gate	448	2	60	19.0	34.9	0	0.0166	0.0213	
HUNTINGTON	N-044	478259W	N MAYHON RD/ CR 158	Gate	337	2	60	19.0	34.9	0	0.0155	0.0198	

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

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

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
LA PORTE	C-066	155484V	CR 875 E	Passive	137	2	60	21.4	47.7	1	0.1443	0.1759	0.0130
LA PORTE	C-066	155485C	750 E	Passive	50	2	60	21.4	47.7	0	0.0306	0.0430	
LA PORTE	C-066	155487R	KANKAKEE	Passive	174	2	60	21.4	47.7	0	0.0653	0.0830	
LA PORTE	C-066	155490Y	RANGE RD.	Flasher	300	2	60	21.4	47.7	1	0.0787	0.0978	
LA PORTE	C-066	155492M	SR 39	Gate	1,770	2	60	21.4	47.7	0	0.0269	0.0359	
LA PORTE	C-066	155494B	LONG LANE	Flasher	533	2	60	21.4	47.7	0	0.0340	0.0458	
LA PORTE	C-066	155495H	WATER ST.	Gate	606	2	60	21.4	47.7	0	0.0206	0.0280	
LA PORTE	C-066	155496P	500W	Passive	152	2	60	21.4	47.7	1	0.1462	0.1779	0.0437
LA PORTE	C-066	155497W	600 W	Gate	593	2	60	21.4	47.7	0	0.0205	0.0279	
LA PORTE	C-066	155498D	700 W	Passive	121	2	60	21.4	47.7	0	0.0596	0.0770	
LA PORTE	C-066	155499K	800W	Passive	118	2	60	21.4	47.7	0	0.0593	0.0767	
LA PORTE	C-066	155600G	900 W	Passive	133	2	60	21.4	47.7	0	0.0610	0.0785	
LA PORTE	C-066	155601N	US 421	Gate	4,470	2	60	21.4	47.7	0	0.0294	0.0389	
LA PORTE	C-066	155603C	CR 1100W	Passive	292	2	60	21.4	47.7	0	0.0725	0.0904	
LAKE	C-027	155632M	COUNTYLINE RD.	Flasher	7,500	2	60	20.1	34.6	1	0.1358	0.1534	0.0741
LAKE	C-027	155633U	HOBART RD	Flasher	3,000	2	60	20.1	34.6	4	0.3112	0.3499	0.0537
LAKE	C-027	155636P	HOWARD ST	Flasher	750	2	60	20.1	34.6	1	0.0848	0.0982	
LAKE	C-027	155637W	LAKE STREET	Gate	1,184	4	60	20.1	34.6	4	0.2182	0.2426	(b)
LAKE	C-027	155645N	CLARK RD.	Flasher	7,250	2	60	20.1	34.6	1	0.1489	0.1666	0.0522
MADISON	N-040	474586T	CO LINE RD 1000	Gate	271	2	49	2.6	11.8	0	0.0054	0.0119	
MADISON	N-040	474587A	CO RD 900 N	Passive	86	2	49	2.6	11.8	0	0.0222	0.0427	
MADISON	N-040	474588G	MAIN ST	Passive	82	2	49	2.6	11.8	0	0.0219	0.0421	
MADISON	N-040	474592W	CO.RD 400 E	Passive	124	2	49	2.6	11.8	0	0.0249	0.0471	
MADISON	N-040	474594K	CO RD 300 E	Passive	107	2	49	2.6	11.8	0	0.0238	0.0453	
MADISON	N-040	474596Y	CO RD 1000 N	Gate	461	2	60	2.6	11.8	0	0.0087	0.0171	
MADISON	N-040	474597F	CO RD 200E	Flasher	417	2	60	2.6	11.8	0	0.0107	0.0214	
MADISON	N-040	474598M	CO RD 100 E	Passive	619	2	60	2.6	11.8	1	0.1101	0.1638	0.0097
MADISON	N-040	474599U	CLARK AVE	Gate	921	2	49	2.6	11.8	0	0.0100	0.0193	
MADISON	N-040	474600L	S. R. 9	Gate	14,351	2	49	2.6	11.8	0	0.0182	0.0321	
MADISON	N-040	474601T	HARRISON ST.	Flasher	5,899	2	49	2.6	11.8	0	0.0276	0.0487	
MARSHALL	C-066	155435Y	BEECH ST	Passive	245	2	60	21.4	47.7	0	0.0703	0.0882	
MARSHALL	C-066	155440V	DOGWOOD RD.	Gate	605	2	60	21.4	47.7	0	0.0305	0.0443	
MARSHALL	C-066	155443R	CENTER ST.	Flasher	250	2	60	21.4	47.7	0	0.0267	0.0368	
MARSHALL	C-066	155446L	BOWEN ST	Gate	2,580	2	60	21.4	47.7	0	0.0294	0.0389	
MARSHALL	C-066	155449G	MIAMI ROAD	Gate	400	2	60	21.4	47.7	0	0.0164	0.0226	
MARSHALL	C-066	155454D	JARRAH RD	Passive	50	2	60	21.4	47.7	0	0.0306	0.0430	

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

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

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

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

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
TIPPECANOE	N-046	484311M	SMITH ST	Flasher	966	2	25	18.4	40.2	2	0.1554	0.1873	0.0538
TIPPECANOE	N-045	484318K	CR 500 W.	Passive	108	2	50	23.6	41.0	0	0.0376	0.0471	
TIPPECANOE	N-045	484319S	CR 400 S	Passive	264	2	50	23.6	41.0	1	0.1598	0.1820	0.0245
TIPPECANOE	N-045	484320L	CR 575 W.	Passive	97	2	50	23.6	41.0	0	0.0561	0.0677	
TIPPECANOE	N-045	484322A	CR 700 W (MAIN ST.)	Gate	1,433	2	50	23.6	41.0	0	0.0235	0.0290	
TIPPECANOE	N-045	484323G	CO 172	Passive	127	2	50	23.6	41.0	2	0.2215	0.2524	0.0456
TIPPECANOE	N-045	484324N	CR 900W	Passive	50	2	50	23.6	41.0	1	0.0869	0.1015	
TIPPECANOE	N-046	484267C	CR 900 N.	Passive	1,188	2	50	18.4	40.2	2	0.2941	0.3382	0.0184
TIPPECANOE	N-046	484268J	CR 800 N.	Passive	50	2	50	18.4	40.2	0	0.0268	0.0378	
TIPPECANOE	N-046	484269R	CR 700 N.	Passive	237	2	50	18.4	40.2	1	0.1473	0.1783	0.0182
TIPPECANOE	N-046	484270K	CR 1000 E.	Passive	52	2	50	18.4	40.2	0	0.0271	0.0382	
TIPPECANOE	N-046	484271S	CR 600 N	Passive	61	2	50	18.4	40.2	1	0.0843	0.1049	
TIPPECANOE	N-046	484272Y	CR 900 E.	Flasher	486	2	50	18.4	40.2	0	0.0267	0.0366	
TIPPECANOE	N-046	484275U	MAIN ST CR 750 E.	Flasher	523	2	50	18.4	40.2	0	0.0274	0.0374	
TIPPECANOE	N-046	484278P	CR 625 E	Passive	72	2	50	18.4	40.2	0	0.0300	0.0418	
TIPPECANOE	N-046	484279W	CR 400 N	Passive	80	2	50	18.4	40.2	0	0.0309	0.0431	
TIPPECANOE	N-046	484282E	CR 500 E	Passive	427	2	50	18.4	40.2	1	0.1629	0.1944	0.0217
TIPPECANOE	N-046	484284T	HEATH RD CR 300N.	Flasher	2,463	2	50	18.4	40.2	0	0.0440	0.0570	
TIPPECANOE	N-046	484285A	CR 400 E	Gate	1,939	2	50	18.4	40.2	0	0.0338	0.0485	
TIPPECANOE	N-046	484290W	UNDERWOOD ST	Flasher	5,557	2	25	18.4	40.2	0	0.0610	0.0751	
TIPPECANOE	N-046	484291D	GREENBUSH ST	Flasher	2,000	2	25	18.4	40.2	4	0.3094	0.3656	0.0626
TIPPECANOE	N-046	484292K	18TH	Flasher	5,430	2	25	18.4	40.2	8	0.6712	0.7754	0.0413
TIPPECANOE	N-046	484293S	17TH & SALEM ST.	Flasher	6,323	2	25	18.4	40.2	6	0.5310	0.6127	0.0620
TIPPECANOE	N-046	484294Y	UNION ST	Gate	9,955	2	25	18.4	40.2	3	0.2083	0.2445	(b)
WABASH	N-044	478286T	CR 250	Passive	200	2	60	19.0	34.9	0	0.0663	0.0797	
WABASH	N-044	478288G	CR 167	Passive	200	2	60	19.0	34.9	0	0.0446	0.0561	
WABASH	N-044	478289N	CR 500 E	Passive	200	2	60	19.0	34.9	0	0.0663	0.0797	
WABASH	N-044	478292W	DAVIS ST	Gate	5,569	2	60	19.0	34.9	0	0.0307	0.0380	
WABASH	N-044	478301T	EAST ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	
WABASH	N-044	478302A	SPRING ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	
WABASH	N-044	478303G	ALLEN ST	Gate	1,000	2	40	19.0	34.9	0	0.0204	0.0259	
WABASH	N-044	478304N	HUNTINGTON ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	
WABASH	N-044	478305V	WABASH ST	Gate	9,840	2	40	19.0	34.9	0	0.0349	0.0428	
WABASH	N-044	478306C	MIAMI ST	Flasher	1,000	2	40	19.0	34.9	0	0.0348	0.0437	
WABASH	N-044	478307J	CASS ST	Gate	4,459	2	40	19.0	34.9	0	0.0292	0.0363	
WABASH	N-044	478308R	CARROLL ST	Gate	750	2	40	19.0	34.9	0	0.0190	0.0241	

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

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

(a) Mitigation already in place
(b) Effectiveness of 4-quadrant gates, median barriers, or corridor analysis is not quantifiable

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ATTACHMENT E-3

Maryland Highway/Rail At-grade Crossing Accident Frequency

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

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

(a) Mitigation already in place

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ATTACHMENT E-4

Michigan Highway/Rail At-grade Crossing Accident Frequency

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

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

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

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

ATTACHMENT E-5

New York Highway/Rail At-grade Crossing Accident Frequency

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
CHAUTAUQUA	N-070	471743Y	ALLEGHENY ROAD	Gate	1,575	2	60	13.0	25.1	0	0.0194	0.0251	
CHAUTAUQUA	N-070	471744F	HANFORD	Gate	644	2	60	13.0	25.1	0	0.0155	0.0202	
CHAUTAUQUA	N-070	471750J	CENTER RD/E. SHERIDAN RD.	Gate	431	2	60	13.0	25.1	0	0.0139	0.0182	
CHAUTAUQUA	N-070	471755T	NEWELL ROAD	Gate	2,000	2	60	13.0	25.1	0	0.0206	0.0266	
CHAUTAUQUA	N-070	471756A	WERLE ROAD	Gate	169	2	60	13.0	25.1	0	0.0108	0.0143	
CHAUTAUQUA	N-070	471757G	MIDDLE ROAD	Gate	1,765	2	60	13.0	25.1	0	0.0200	0.0258	
CHAUTAUQUA	N-070	471758N	ROBERT ROAD	Gate	4,757	2	40	13.0	25.1	0	0.0255	0.0324	
CHAUTAUQUA	N-070	471759V	TOWNSEND STREET	Gate	294	2	40	13.0	25.1	0	0.0126	0.0165	
CHAUTAUQUA	N-070	471760P	NEVINS STREET	Gate	338	2	40	13.0	25.1	1	0.0503	0.0577	
CHAUTAUQUA	N-070	471761W	HOYT STREET	Gate	192	2	40	13.0	25.1	0	0.0112	0.0148	
CHAUTAUQUA	N-070	471762D	LORD STREET	Gate	290	2	40	13.0	25.1	0	0.0125	0.0165	
CHAUTAUQUA	N-070	471763K	FRANKLIN STREET	Gate	1,572	2	40	13.0	25.1	0	0.0194	0.0251	
CHAUTAUQUA	N-070	471764S	LINCOLN STREET	Gate	793	2	40	13.0	25.1	0	0.0163	0.0213	
CHAUTAUQUA	N-070	471765Y	KING STREET	Gate	695	2	40	13.0	25.1	0	0.0158	0.0206	
CHAUTAUQUA	N-070	471766F	LAMPHERE STREET	Gate	9,300	2	40	13.0	25.1	0	0.0298	0.0375	
CHAUTAUQUA	N-070	471767M	MAIN STREET	Gate	2,778	2	40	13.0	25.1	0	0.0224	0.0287	
CHAUTAUQUA	N-070	471772J	TEMPLE ROAD	Gate	416	2	60	13.0	25.1	0	0.0138	0.0181	
CHAUTAUQUA	N-070	471774X	VAN BUREN ROAD	Gate	509	2	60	13.0	25.1	0	0.0145	0.0190	
CHAUTAUQUA	N-070	471775E	BERRY RD.	Gate	589	2	60	13.0	25.1	0	0.0151	0.0197	
CHAUTAUQUA	N-070	471776L	LAKE ROAD	Gate	212	2	60	13.0	25.1	0	0.0115	0.0152	
CHAUTAUQUA	N-070	471778A	MARTIN ROAD	Gate	57	2	60	13.0	25.1	0	0.0098	0.0132	
CHAUTAUQUA	N-070	471782P	CENTRAL AVENUE	Gate	509	2	40	13.0	25.1	0	0.0145	0.0190	
CHAUTAUQUA	N-070	471783W	MATHEWS ROAD	Gate	197	2	60	13.0	25.1	0	0.0113	0.0149	
CHAUTAUQUA	N-070	471784D	PECOR STREET	Gate	339	2	60	13.0	25.1	1	0.0503	0.0577	
CHAUTAUQUA	N-070	471785K	ONTHANK ROAD	Passive	134	2	60	13.0	25.1	0	0.0524	0.0659	
CHAUTAUQUA	N-070	471786S	WALKER ROAD	Gate	259	2	60	13.0	25.1	0	0.0121	0.0160	
CHAUTAUQUA	N-070	471788F	EAST FOREST ROAD	Passive	50	2	60	13.0	25.1	0	0.0249	0.0335	
CHAUTAUQUA	N-070	471791N	PRATT ROAD	Gate	268	2	60	13.0	25.1	0	0.0123	0.0161	
CHAUTAUQUA	N-070	471794J	MCKINLEY ROAD	Gate	655	2	60	13.0	25.1	0	0.0155	0.0203	
CHAUTAUQUA	N-070	471796X	EAST PEARL STREET	Gate	425	2	60	13.0	25.1	0	0.0139	0.0182	
CHAUTAUQUA	N-070	471797E	WEST PEARL STREET	Gate	240	2	60	13.0	25.1	0	0.0119	0.0157	
CHAUTAUQUA	N-070	471799T	FRANKLIN STREET	Flasher	250	2	50	13.0	25.1	0	0.0185	0.0247	
CHAUTAUQUA	N-070	471802Y	NORTH GALE STREET	Gate	750	2	60	13.0	25.1	0	0.0161	0.0210	
CHAUTAUQUA	N-070	471803F	WALKER ROAD	Gate	117	2	60	13.0	25.1	0	0.0098	0.0130	
CHAUTAUQUA	N-070	471804M	LIGHT ROAD	Passive	50	2	60	13.0	25.1	0	0.0403	0.0521	
CHAUTAUQUA	N-070	471805U	ROGERVILLE ROAD	Gate	97	2	60	13.0	25.1	0	0.0093	0.0124	

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
CHAUTAUQUA	N-070	471814T	CEMETARY RD.	Gate	250	2	60	13.0	25.1	0	0.0120	0.0159	
CHAUTAUQUA	N-070	471815A	KLONDYKE ROAD	Flasher	88	2	60	13.0	25.1	0	0.0126	0.0172	
CHAUTAUQUA	N-070	471818V	SO. BROCKWAY ROAD	Gate	304	2	60	13.0	25.1	0	0.0127	0.0167	
CHAUTAUQUA	N-070	471821D	SHAVER STREET	Gate	361	2	60	13.0	25.1	1	0.0507	0.0582	
CHAUTAUQUA	N-070	471822K	STATE STREET	Gate	520	2	60	13.0	25.1	0	0.0146	0.0191	
CHAUTAUQUA	N-070	471823S	GOODRICK STREET	Flasher	328	2	60	13.0	25.1	1	0.0644	0.0765	
CHAUTAUQUA	N-070	471824Y	MAPLE AVENUE	Flasher	378	2	60	13.0	25.1	0	0.0214	0.0284	
CHAUTAUQUA	N-070	471825F	LOOMIS STREET	Passive	154	2	60	13.0	25.1	1	0.0960	0.1156	0.0137
CHAUTAUQUA	N-070	471853J	PHILLIPS ROAD	Gate	82	2	60	13.0	25.1	0	0.0089	0.0118	
CHAUTAUQUA	N-070	471858T	STATION ROAD	Flasher	231	2	60	13.0	25.1	1	0.0601	0.0711	
ERIE	N-061	519388C	MEYER RD.	Passive	50	2	10	0.0	11.4	0	0.0010	0.0313	
ERIE	N-061	519511Y	WILLETT ROAD	Flasher	269	2	10	0.0	11.4	0	0.0003	0.0193	
ERIE	N-070	471711T	LAKE AVENUE	Gate	7,363	2	60	13.0	25.1	1	0.0777	0.0911	
ERIE	N-070	471713G	BAYVIEW ROAD	Gate	1,023	2	60	13.0	25.1	0	0.0174	0.0226	
ERIE	N-070	471716C	ROGERS ROAD	Gate	3,398	2	60	13.0	25.1	1	0.0692	0.0810	
ERIE	N-070	471717J	CLOVERBANK ROAD	Gate	1,791	2	60	13.0	25.1	0	0.0201	0.0259	
ERIE	N-070	471719X	PLEASANT AVENUE	Gate	1,193	2	60	13.0	25.1	0	0.0181	0.0235	
ERIE	N-070	471721Y	LAKE VIEW ROAD	Gate	3,265	2	60	13.0	25.1	0	0.0233	0.0298	
ERIE	N-070	471722F	NORTH CREEK ROAD	Gate	648	2	60	13.0	25.1	0	0.0155	0.0202	
ERIE	N-070	471726H	STURGEON PT. RD.	Gate	3,000	2	60	13.0	25.1	0	0.0228	0.0292	
ERIE	N-070	471727P	BURNS ROAD	Gate	750	2	60	13.0	25.1	0	0.0161	0.0210	
ERIE	N-070	471728W	EVAN CTR EDEN RD	Gate	3,283	2	60	13.0	25.1	0	0.0233	0.0298	
ERIE	N-070	471729D	GOWANS ROAD	Gate	406	2	60	13.0	25.1	0	0.0137	0.0180	
ERIE	N-070	471733T	CAIN ROAD	Gate	358	2	60	13.0	25.1	0	0.0132	0.0174	
ERIE	N-070	471739J	ERIE ROAD	Flasher	750	2	60	13.0	25.1	0	0.0270	0.0352	

ATTACHMENT E-6

Ohio Highway/Rail At-grade Crossing Accident Frequency

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

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

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

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

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
ASHTABULA	N-075	472009N	EAGLE AVENUE	Flasher	1,400	2	60	13.0	36.6	0	0.0326	0.0479	
ASHTABULA	N-075	472010H	CHESTNUT STREET	Gate	120	2	60	13.0	36.6	1	0.0442	0.0538	
ASHTABULA	N-075	472011P	WEST STREET	Gate	260	2	60	13.0	36.6	0	0.0162	0.0263	
ASHTABULA	N-075	472012W	WALTER MAIN RD	Passive	230	2	60	13.0	36.6	1	0.1388	0.1794	0.0329(a)
ASHTABULA	N-082	502651A	STATE	Gate	1,380	2	30	11.7	23.8	0	0.0203	0.0267	
ASHTABULA	N-082	503107T	PLYMOUTH	Flasher	290	2	30	11.7	23.8	0	0.0218	0.0294	
ASHTABULA	N-082	503108A	CARSON RD	Gate	250	2	40	11.7	23.8	0	0.0130	0.0175	
ASHTABULA	N-082	503110B	MEANEY RD/MORGAN ROAD	Passive	240	2	40	11.7	23.8	0	0.0530	0.0677	
ASHTABULA	N-082	503113W	SR167	Flasher	1,050	2	40	11.7	23.8	0	0.0287	0.0380	
ASHTABULA	N-082	503114D	MARCH RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503115K	NETCHER	Passive	70	2	40	11.7	23.8	0	0.0229	0.0316	
ASHTABULA	N-082	503116S	CLAY RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503117Y	S. DENMARK RD	Passive	400	2	40	11.7	23.8	0	0.0590	0.0743	
ASHTABULA	N-082	503118F	TOWER RD	Passive	250	2	40	11.7	23.8	0	0.0526	0.0673	
ASHTABULA	N-082	503119M	FOOTVILLE RI	Flasher	820	2	40	11.7	23.8	0	0.0264	0.0353	
ASHTABULA	N-082	503120G	SR 193	Flasher	930	2	40	11.7	23.8	0	0.0276	0.0366	
ASHTABULA	N-082	503121N	MARRIAN RD	Passive	60	2	40	11.7	23.8	0	0.0357	0.0477	
ASHTABULA	N-082	503122V	AYERS RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503124J	US 6	Flasher	810	2	40	11.7	23.8	0	0.0263	0.0351	
ASHTABULA	N-082	503125R	DODGEVILLE RD/MANN RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503126X	WOODWORTH RD	Passive	50	2	40	11.7	23.8	0	0.0205	0.0285	
ASHTABULA	N-082	503127E	MEADVILLE RD (US 322)	Gate	1,260	2	40	11.7	23.8	0	0.0174	0.0231	
ASHTABULA	N-082	503128L	UNDERWOOD RD	Passive	60	2	40	11.7	23.8	0	0.0357	0.0477	
ASHTABULA	N-082	544582K	W 54TH ST.	Gate	1,460	2	20	11.7	23.8	0	0.0206	0.0270	
ASHTABULA	N-082	544595L	W 52ND ST	Gate	1,810	2	25	11.7	23.8	0	0.0232	0.0307	
ASHTABULA	N-082	544908Y	WEST 32ND ST	Flasher	2,397	2	25	11.7	23.8	0	0.0467	0.0626	
CRAWFORD	C-062	532580M	LANE ST	Gate	3,250	2	40	5.9	13.9	0	0.0217	0.0300	
CRAWFORD	C-062	532581U	WALNUT ST.	Flasher	3,960	2	40	5.9	13.9	0	0.0388	0.0523	
CRAWFORD	C-062	532582B	ALLEY	Flasher	160	1	40	5.9	13.9	0	0.0111	0.0165	
CRAWFORD	C-062	532583H	N SANDUSKY AVE	Flasher	9,710	2	40	5.9	13.9	0	0.0499	0.0647	
CRAWFORD	C-062	532584P	ALLEY	Flasher	120	1	40	5.9	13.9	0	0.0099	0.0149	
CRAWFORD	C-062	532585W	POPLAR ST	Flasher	3,770	2	40	5.9	13.9	1	0.0966	0.1207	
CRAWFORD	C-062	532586D	SPRING ST	Flasher	2,990	2	40	5.9	13.9	0	0.0357	0.0486	
CRAWFORD	C-062	532587K	SEARS ST	Flasher	570	2	60	5.9	13.9	1	0.0650	0.0813	
CRAWFORD	C-062	532588S	MANSFIELD ST	Flasher	8,480	2	40	5.9	13.9	0	0.0481	0.0628	
CRAWFORD	C-062	532590T	MCCRACKEN	Gate	350	2	60	5.9	13.9	0	0.0101	0.0147	
CRAWFORD	C-062	532591A	SIMMS CR.	Passive	70	2	60	5.9	13.9	0	0.0322	0.0458	
CRAWFORD	C-062	532594V	GLENVILLE CR	Passive	160	2	60	5.9	13.9	0	0.0408	0.0566	
CRAWFORD	C-062	532596J	STRIEB CR-KNAUSS	Passive	70	2	60	5.9	13.9	0	0.0322	0.0458	

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

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

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

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

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

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DEFIANCE	C-066	142385K	COY RD	Passive	50	2	60	21.4	47.7	0	0.0309	0.0433	
DEFIANCE	C-066	142386S	HARRISON AVENUE	Gate	3,090	2	35	21.4	47.7	0	0.0383	0.0523	
DEFIANCE	C-066	142387Y	BEHNFEDT RD	Passive	60	2	60	21.4	47.7	0	0.0510	0.0675	
DEFIANCE	C-066	142388F	OPENLANDER RD	Gate	120	2	60	21.4	47.7	0	0.0191	0.0277	
DEFIANCE	C-066	142389M	WILLIAMS CNTR RD	Passive	51	2	60	21.4	47.7	0	0.0826	0.1256	
DEFIANCE	C-066	142390G	FARMER MARK RD	Flasher	480	2	60	21.4	47.7	0	0.0331	0.0448	
DEFIANCE	C-066	142392V	WONDERLY RD	Passive	60	2	60	21.4	47.7	0	0.0535	0.0703	
DEFIANCE	C-066	142394J	BREININER	Passive	110	2	60	21.4	47.7	0	0.0592	0.0766	
DEFIANCE	C-066	142396X	ROSEDALE RD	Passive	110	2	60	21.4	47.7	0	0.0592	0.0766	
DEFIANCE	C-066	142398L	CICERO	Passive	50	2	60	21.4	47.7	0	0.0486	0.0648	
DEFIANCE	C-066	142402Y	LAKE RD	Passive	70	2	60	21.4	47.7	0	0.0530	0.0698	
DEFIANCE	N-080	472211Y	SUMMIT AVENUE	Flasher	1,570	2	35	13.5	34.1	0	0.0402	0.0552	
DELAWARE	N-073	481481W	ORANGE ROAD	Gate	290	2	60	26.0	34.3	0	0.0210	0.0238	
DELAWARE	N-073	481482D	FRANKLIN	Passive	50	2	60	26.0	34.3	0	0.0526	0.0581	
DELAWARE	N-073	481483K	LEWIS CENTER	Flasher	744	2	60	26.0	34.3	0	0.0355	0.0395	
DELAWARE	N-073	481485Y	SHANNON ROAD	Gate	460	2	60	26.0	34.3	0	0.0187	0.0209	
DELAWARE	N-073	481487M	PEACHBLOW ROAD	Passive	460	2	60	26.0	34.3	0	0.0850	0.0912	
DELAWARE	N-073	481488U	CHESIRE ROAD	Gate	590	2	60	26.0	34.3	0	0.0206	0.0230	
DELAWARE	N-073	481490V	BERLIN ROAD	Passive	330	2	60	26.0	34.3	1	0.1768	0.1880	0.0369(a)
DELAWARE	N-073	481498A	HORSESHOE ROAD	Gate	1,290	2	60	26.0	34.3	0	0.0241	0.0268	
DELAWARE	N-073	481503U	PENRY	Passive	100	2	60	26.0	34.3	0	0.0621	0.0681	
DELAWARE	N-073	481504B	WILLEY	Passive	60	2	60	26.0	34.3	0	0.0550	0.0607	
DELAWARE	N-073	481505H	TROUTMAN	Passive	70	2	60	26.0	34.3	0	0.0571	0.0629	
DELAWARE	N-073	481506P	RADNOR	Flasher	380	2	60	26.0	34.3	0	0.0287	0.0322	
DELAWARE	N-073	481512T	NORTON	Gate	420	2	60	26.0	34.3	0	0.0263	0.0299	
ERIE	N-072	472313S	RISDEN ROAD	Gate	390	2	60	15.6	27.0	1	0.0546	0.0616	
ERIE	N-072	472315F	BARNES ROAD	Passive	340	2	60	15.6	27.0	0	0.0717	0.0840	
ERIE	N-072	472316M	STANLEY ROAD	Passive	110	2	60	15.6	27.0	0	0.0555	0.0670	
ERIE	N-072	472318B	JOPPA ROAD	Gate	270	2	60	15.6	27.0	0	0.0140	0.0176	
ERIE	N-072	472320C	FRAILEY RD	Gate	290	2	60	15.6	27.0	0	0.0195	0.0252	
ERIE	N-072	472321J	DARROW RD	Gate	570	2	60	15.6	27.0	0	0.0238	0.0307	
ERIE	N-072	472322R	SMOKEY ROAD/ TR80	Gate	100	2	60	15.6	27.0	2	0.0816	0.0890	
ERIE	N-072	472323X	STATE ROUTE 61	Flasher	2,430	2	60	15.6	27.0	0	0.0429	0.0518	
ERIE	N-072	472325L	BARROWS ROAD	Flasher	760	2	60	15.6	27.0	0	0.0301	0.0374	
ERIE	N-072	472328G	JEFFRIES ROAD	Gate	270	2	60	15.6	27.0	0	0.0140	0.0175	
ERIE	N-072	472329N	WEIKEL ROAD	Passive	110	2	60	15.6	27.0	0	0.0553	0.0668	
ERIE	N-072	472334K	HOOVER ROAD	Passive	140	2	60	15.6	27.0	0	0.0587	0.0704	
ERIE	N-072	472341V	STRECKER ROAD	Flasher	420	2	60	15.6	27.0	0	0.0247	0.0311	
ERIE	N-072	472344R	THOMAS ROAD	Passive	130	2	60	15.6	27.0	0	0.0576	0.0693	

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ERIE	N-072	472345X	RANSOM RD	Gate	250	2	60	15.6	27.0	0	0.0187	0.0242	
ERIE	N-072	472348T	PATTEN TRACT ROAD	Gate	540	2	60	15.6	27.0	1	0.0612	0.0695	
ERIE	N-072	472351B	STATE ROUTE 99	Gate	2,300	2	25	15.6	27.0	1	0.0750	0.0857	
ERIE	N-080	472306G	WATER STREET	Gate	6,260	2	60	13.5	34.1	0	0.0289	0.0400	
ERIE	N-080	472308V	STATE STREET	Gate	5,330	2	60	13.5	34.1	1	0.0770	0.0964	
ERIE	N-080	472312K	COEN ROAD/ 147	Gate	420	2	60	13.5	34.1	1	0.0535	0.0657	
ERIE	N-080	876686J	DOUGLAS ST	Gate	100	2	60	13.5	34.1	0	0.0101	0.0150	
ERIE	N-085	481642P	POTTER	Passive	310	2	35	1.4	12.9	0	0.0239	0.0589	
ERIE	N-085	481643W	KNAUS	Passive	80	2	35	1.4	12.9	0	0.0154	0.0415	
ERIE	N-085	481646S	BRAGG	Passive	50	2	35	1.4	12.9	1	0.0566	0.0984	
ERIE	N-085	481647Y	STRECKER RD	Passive	170	2	35	1.4	12.9	2	0.1172	0.1979	0.0151(a)
ERIE	N-085	481649M	BILLINGS	Passive	160	2	35	1.4	12.9	0	0.0193	0.0500	
ERIE	N-085	481651N	PORTLAND RD	Gate	510	2	35	1.4	12.9	0	0.0071	0.0192	
ERIE	N-085	481653C	MAPLE AVE.	Passive	80	2	35	1.4	12.9	0	0.0154	0.0415	
ERIE	N-085	481657E	MASON	Passive	760	2	35	1.4	12.9	0	0.0315	0.0720	
ERIE	N-085	481659T	BRADSHAR	Passive	130	2	35	1.4	12.9	1	0.0643	0.1152	0.0130
ERIE	N-085	481660M	SKADDEN/ CR 42	Passive	800	2	35	1.4	12.9	1	0.0887	0.1602	0.0254
ERIE	N-085	481665W	BOGART	Flasher	3,900	2	15	1.4	12.9	0	0.0184	0.0449	
ERIE	N-085	481668S	SR 101 TIFFIN	Gate	5,950	2	15	1.4	12.9	0	0.0135	0.0317	
ERIE	N-085	481669Y	VENICE	Gate	4,400	2	15	1.4	12.9	0	0.0126	0.0299	
ERIE	N-085	481670T	OLDS	Gate	1,140	2	15	1.4	12.9	1	0.0425	0.0658	
ERIE	N-085	481671A	MONROE	Gate	3,630	2	15	1.4	12.9	0	0.0119	0.0286	
FRANKLIN	N-073	481467B	WEBER	Gate	8,678	2	45	26.0	34.3	0	0.0415	0.0453	
FRANKLIN	N-073	481470J	COOK	Flasher	11,424	2	45	26.0	34.3	1	0.1679	0.1767	
FRANKLIN	N-073	481472X	LINCOLN	Gate	9,810	2	45	26.0	34.3	0	0.0425	0.0464	
FRANKLIN	N-073	481474L	SHROCK	Gate	1,856	2	60	26.0	34.3	0	0.0304	0.0336	
FRANKLIN	N-073	481475T	GALENA-WRTHNGTON	Gate	1,255	2	60	26.0	34.3	1	0.0769	0.0822	
FRANKLIN	N-073	481476A	WILSON BRIDGE	Gate	1,950	2	60	26.0	34.3	0	0.0320	0.0354	
FRANKLIN	N-073	481478N	PARK	Gate	399	2	60	26.0	34.3	0	0.0211	0.0235	
HARDIN	C-062	532646K	COUNTY LINE RD.	Passive	250	2	40	5.9	13.9	0	0.0412	0.0570	
HARDIN	C-062	532647S	LOUISA ST	Passive	100	2	40	5.9	13.9	0	0.0316	0.0451	
HARDIN	C-062	532648Y	MARY ST.	Gate	550	2	40	5.9	13.9	0	0.0108	0.0154	
HARDIN	C-062	532649F	GORMLY ST.	Gate	1,370	2	40	5.9	13.9	0	0.0137	0.0195	
HARDIN	C-062	532650A	DAVIS ST	Passive	310	2	40	5.9	13.9	0	0.0437	0.0600	
HARDIN	C-062	532651G	MARTIN ST SR 37	Flasher	2,190	2	40	5.9	13.9	0	0.0283	0.0396	
HARDIN	C-062	532652N	CAMPBELL ST.	Passive	240	2	40	5.9	13.9	0	0.0407	0.0564	
HARDIN	C-062	532653V	BERLIN CR	Passive	110	2	40	5.9	13.9	0	0.0315	0.0450	
HARDIN	C-062	532655J	PATTERSON RD	Passive	100	2	40	5.9	13.9	0	0.0316	0.0451	
HARDIN	C-062	532658E	GROAT CR.	Passive	70	2	40	5.9	13.9	0	0.0284	0.0409	

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

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HENRY	C-066	142308K	CR 6	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142309S	CR 7	Passive	220	2	60	21.4	47.7	0	0.0703	0.0882	
HENRY	C-066	142310L	CR E	Gate	70	2	60	21.4	47.7	0	0.0158	0.0228	
HENRY	C-066	142311T	TWNSHP HWY.	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142312A	TWHSHP 8B	Passive	110	2	60	21.4	47.7	0	0.0602	0.0777	
HENRY	C-066	142313G	MAIN ST.	Flasher	1,133	2	60	21.4	47.7	0	0.0378	0.0503	
HENRY	C-066	142314N	MARION ST.	Flasher	1,828	2	60	21.4	47.7	0	0.0434	0.0568	
HENRY	C-066	142315V	FIRST ST.	Flasher	1,860	2	60	21.4	47.7	1	0.1063	0.1303	
HENRY	C-066	142316C	CR 10	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142320S	CR 11	Passive	50	2	60	21.4	47.7	0	0.0496	0.0659	
HENRY	C-066	142321Y	TWP F	Passive	130	2	60	21.4	47.7	0	0.0626	0.0802	
HENRY	C-066	142323M	CR 12	Gate	280	2	60	21.4	47.7	1	0.0547	0.0654	
HENRY	C-066	142325B	CR 13	Flasher	130	2	60	21.4	47.7	0	0.0216	0.0315	
HENRY	C-066	142326H	KEYSER ST	Flasher	1,980	2	60	21.4	47.7	1	0.1077	0.1319	
HENRY	C-066	142328W	WILHELM	Flasher	2,130	2	60	21.4	47.7	0	0.0453	0.0589	
HENRY	C-066	142329D	BRAYER ST.	Passive	230	2	60	21.4	47.7	1	0.1607	0.1930	0.0224(a)
HENRY	C-066	142334A	CR 16	Passive	80	2	60	21.4	47.7	0	0.0558	0.0729	
HENRY	C-066	142335G	CR 17	Passive	160	2	60	21.4	47.7	0	0.0656	0.0834	
HENRY	C-066	142338C	CR 18	Passive	90	2	60	21.4	47.7	0	0.0574	0.0746	
HENRY	C-066	142340D	CR 19	Flasher	230	2	60	21.4	47.7	0	0.0226	0.0317	
HURON	C-061	518483U	KNIFFEN RD	Flasher	200	2	60	14.5	53.0	0	0.0181	0.0316	
HURON	C-061	518484B	ALPHA RD	Passive	80	2	60	14.5	53.0	0	0.0483	0.0752	
HURON	C-061	518485H	SR 13	Gate	790	2	60	14.5	53.0	0	0.0172	0.0286	
HURON	C-061	518486P	OMEGA	Passive	50	2	60	14.5	53.0	0	0.0425	0.0682	
HURON	C-061	518487W	US 250	Gate	3,720	2	60	14.5	53.0	0	0.0258	0.0411	
HURON	C-061	518488D	TOWNLINE	Passive	130	2	60	14.5	53.0	1	0.1312	0.1816	0.0192
HURON	C-061	518489K	GREENWICH E TWNLN	Passive	60	2	60	14.5	53.0	0	0.0447	0.0709	
HURON	C-061	518491L	W. MAIN ST	Gate	3,610	2	60	14.5	53.0	0	0.0305	0.0511	
HURON	C-061	518492T	N. MAIN ST (SR 60)	Gate	3,870	2	60	14.5	53.0	0	0.0310	0.0520	
HURON	C-061	518493A	WALNUT ST	Flasher	510	2	60	14.5	53.0	0	0.0250	0.0419	
HURON	C-061	518495N	CHENANGO RD	Passive	140	2	60	14.5	53.0	0	0.0556	0.0837	
HURON	C-061	518496V	NEW LONDON SEC RD	Passive	220	2	60	14.5	53.0	0	0.0619	0.0906	
HURON	C-061	518497C	BUTLER RD	Passive	150	2	60	14.5	53.0	0	0.0566	0.0848	
HURON	C-067	518477R	EDWARDS RD	Passive	70	2	60	14.5	30.1	0	0.0466	0.0609	
HURON	C-067	518479E	PLYMOUTH EAST RD	Flasher	80	2	60	14.5	30.1	0	0.0130	0.0182	
HURON	C-067	518480Y	GREENWICH-MILAN	Passive	100	2	60	14.5	30.1	0	0.0511	0.0661	
HURON	C-067	518481F	MAIN ST	Gate	5,100	2	60	14.5	30.1	0	0.0273	0.0355	
HURON	C-067	518482M	TOWNSEND ST.	Gate	1,390	2	60	14.5	30.1	0	0.0213	0.0285	
HURON	C-068	142119N	KNIFFIN ST	Flasher	200	2	60	32.5	55.2	0	0.0299	0.0369	

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HURON	C-068	142120H	UNION ST	Flasher	80	2	40	32.5	55.2	0	0.0220	0.0276	
HURON	C-068	142123D	MILAN-GREENWCH RD	Passive	660	2	60	32.5	55.2	1	0.2053	0.2255	0.0354(a)
HURON	C-068	142124K	LANE	Passive	50	2	60	32.5	55.2	0	0.0374	0.0464	
HURON	C-068	142125S	EDWARDS	Passive	140	2	60	32.5	55.2	0	0.0723	0.0841	
HURON	C-068	142126Y	OLD STATE RD.	Passive	150	2	60	32.5	55.2	0	0.0733	0.0852	
HURON	C-068	142127F	BOUGHTONVILLE RD	Passive	250	2	60	32.5	55.2	0	0.0810	0.0929	
HURON	C-068	142129U	NEW STATE RD.	Passive	440	2	60	32.5	55.2	0	0.0896	0.1012	
HURON	C-068	142135X	PERU CENTER	Gate	710	2	60	32.5	55.2	0	0.0260	0.0316	
HURON	C-068	142137L	THIRD ST.	Gate	220	2	60	32.5	55.2	0	0.0262	0.0333	
HURON	C-068	142139A	FIRST ST.	Gate	1,280	2	60	32.5	55.2	0	0.0298	0.0359	
HURON	C-075	142142H	SECTION LINE ROAD	Gate	890	2	50	32.5	54.0	1	0.0754	0.0853	
HURON	C-075	142144W	DANIELS RD	Passive	60	2	60	32.5	54.0	0	0.0592	0.0700	
HURON	C-075	142145D	WULTZ	Passive	50	2	60	32.5	54.0	1	0.0993	0.1147	
HURON	N-079	473665B	SOUTHWEST ST.	Gate	2,250	2	20	7.7	27.2	0	0.0174	0.0285	
HURON	N-085	472356K	MONROE STREET	Passive	1,760	2	25	1.4	12.9	0	0.0367	0.0795	
HURON	N-085	481638A	S BUCKEYE(CENTER)	Gate	670	2	15	1.4	12.9	0	0.0085	0.0226	
HURON	N-085	481641H	GOODRICH	Gate	670	2	20	1.4	12.9	0	0.0077	0.0208	
LAKE	N-075	472013D	COUNTY LINE RD	Gate	2,810	2	60	13.0	36.6	0	0.0321	0.0517	
LAKE	N-075	472015S	BATES ROAD	Gate	510	2	60	13.0	36.6	0	0.0144	0.0219	
LAKE	N-075	472017F	LAKE STREET	Flasher	8,810	2	60	13.0	36.6	0	0.0549	0.0733	
LAKE	N-075	472018M	DAYTON ROAD	Flasher	890	2	60	13.0	36.6	0	0.0282	0.0422	
LAKE	N-075	472023J	WOOD ROAD	Gate	101	2	60	13.0	36.6	1	0.0434	0.0526	
LAKE	N-075	472024R	TOWNLINE ROAD	Gate	1,120	2	60	13.0	36.6	0	0.0174	0.0262	
LAKE	N-075	472025X	DAVIS ROAD	Gate	570	2	60	13.0	36.6	0	0.0146	0.0223	
LAKE	N-075	472026E	MAIN STREET	Flasher	1,190	2	60	13.0	36.6	1	0.0835	0.1102	
LAKE	N-075	472027L	MAPLE	Flasher	450	2	60	13.0	36.6	0	0.0224	0.0345	
LAKE	N-075	472028T	SHEPARD ROAD	Gate	1,360	2	60	13.0	36.6	0	0.0183	0.0274	
LAKE	N-075	472029A	BAKER ROAD	Passive	50	2	60	13.0	36.6	0	0.0132	0.0218	
LAKE	N-075	472030U	LANE ROAD	Gate	1,250	2	60	13.0	36.6	0	0.0179	0.0269	
LAKE	N-075	472031B	PARK ROAD	Flasher	1,090	2	60	13.0	36.6	0	0.0301	0.0447	
LAKE	N-075	472032H	MADISON AVENUE	Gate	3,590	2	60	13.0	36.6	0	0.0350	0.0567	
LAKE	N-075	472033P	RIVERSIDE DRIVE	Flasher	1,830	2	60	13.0	36.6	0	0.0354	0.0514	
LAKE	N-075	472035D	BANK ST	Gate	2,320	2	30	13.0	36.6	0	0.0308	0.0499	
LAKE	N-075	472036K	STATE STREET	Gate	2,990	2	30	13.0	36.6	0	0.0332	0.0537	
LAKE	N-075	472039F	LIBERTY ST	Gate	7,580	2	35	13.0	36.6	0	0.0279	0.0401	
LAKE	N-075	472040A	CHESTNUT STREET	Gate	5,980	2	35	13.0	36.6	0	0.0264	0.0381	
LAKE	N-075	472044C	MENTOR AVENUE	Gate	19,260	2	60	13.0	36.6	0	0.0344	0.0482	
LAKE	N-075	472045J	JACKSON STREET	Gate	5,230	2	60	13.0	36.6	0	0.0339	0.0526	
LAKE	N-075	472046R	HEISLEY ROAD	Gate	14,200	2	60	13.0	36.6	0	0.0328	0.0462	

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

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LORAIN	C-061	518533V	ISLAND RD	Gate	820	2	60	14.5	53.0	0	0.0225	0.0400	
LORAIN	C-061	518534C	REED RD	Flasher	420	2	60	14.5	53.0	0	0.0277	0.0456	
LORAIN	C-061	518535J	TWNSBRG-ELYRIA RD	Gate	6,020	2	60	14.5	53.0	0	0.0288	0.0448	
LORAIN	C-061	518536R	HAWKE RD	Gate	920	2	60	14.5	53.0	0	0.0206	0.0335	
LORAIN	C-061	518537X	ROOT RD	Gate	1,010	2	60	14.5	53.0	1	0.0648	0.0885	
LORAIN	C-061	518538E	STATION RD	Gate	1,420	2	60	14.5	53.0	0	0.0229	0.0368	
LORAIN	C-061	518539L	OSBORNE RD	Flasher	70	2	60	14.5	53.0	0	0.0147	0.0263	
LORAIN	C-061	518540F	JAQUAY	Flasher	230	2	60	14.5	53.0	0	0.0225	0.0383	
LORAIN	N-080	472256F	NAGLE RD	Gate	610	2	60	13.5	34.1	2	0.0963	0.1154	
LORAIN	N-080	472257M	JAYCOX ROAD	Gate	610	2	60	13.5	34.1	0	0.0164	0.0237	
LORAIN	N-080	472258U	AVON CENTER ROAD	Gate	6,700	2	60	13.5	34.1	0	0.0295	0.0407	
LORAIN	N-080	472268A	MOORE ROAD	Gate	4,410	2	60	13.5	34.1	1	0.0793	0.0992	
LORAIN	N-080	472269G	MILLER ROAD	Gate	5,110	2	60	13.5	34.1	0	0.0310	0.0426	
LORAIN	N-080	472277Y	HARRIS ROAD	Gate	2,490	2	60	13.5	34.1	0	0.0263	0.0367	
LORAIN	N-080	472278F	LAKE BREEZE ROAD	Gate	2,160	2	60	13.5	34.1	0	0.0254	0.0356	
LORAIN	N-080	472281N	ROOT ROAD	Gate	1,797	2	60	13.5	34.1	0	0.0251	0.0359	
LORAIN	N-080	472282V	EUCLID AVENUE	Gate	1,660	2	60	13.5	34.1	0	0.0210	0.0299	
LORAIN	N-080	472283C	MISSOURI AVENUE	Gate	3,520	2	60	13.5	34.1	0	0.0252	0.0354	
LORAIN	N-080	472284J	KANSAS AVENUE	Gate	3,483	4	60	13.5	34.1	0	0.0432	0.0635	
LORAIN	N-080	472286X	COLORADO AVENUE	Gate	6,270	2	35	13.5	34.1	1	0.0789	0.0988	
LORAIN	N-080	472289T	RIED STREET	Gate	3,700	2	35	13.5	34.1	0	0.0255	0.0358	
LORAIN	N-080	472290M	LONG STREET	Gate	650	2	35	13.5	34.1	0	0.0166	0.0240	
LORAIN	N-080	472291U	WASHINGTON STREET	Gate	3,670	2	35	13.5	34.1	0	0.0255	0.0357	
LORAIN	N-080	472292B	OBERLIN AVENUE	Gate	11,060	2	35	13.5	34.1	0	0.0329	0.0448	
LORAIN	N-080	472293H	LEAVITT ROAD	Gate	9,660	2	60	13.5	34.1	0	0.0319	0.0436	
LORAIN	N-080	472299Y	WOODSIDE DR	Gate	560	2	60	13.5	34.1	0	0.0182	0.0262	
LORAIN	N-080	472300R	OVERLOOK RD	Gate	3,230	2	60	13.5	34.1	0	0.0353	0.0536	
LUCAS	C-040	232121N	DIXIE (DETROIT)	Flasher	5,290	4	45	21.9	33.1	0	0.0771	0.0844	
LUCAS	C-040	232122V	CONNEAU	Passive	460	2	30	21.9	33.1	3	0.3519	0.3834	0.0198(a)
LUCAS	N-077	509436M	OAKDALE AVE	Gate	5,970	2	69	48.0	61.5	0	0.0474	0.0510	
MAHONING	N-082	544711X	VALLEY ST	Flasher	781	2	30	11.7	23.8	0	0.0304	0.0400	
MAHONING	N-082	544716G	HUBBARD RD	Gate	7,698	2	30	11.7	23.8	1	0.0821	0.0975	
MARION	C-070	228722R	SILVER STREET	Gate	4,380	2	30	17.8	27.4	0	0.0317	0.0368	
MARION	C-070	228723X	FAIRGROUNDS ST	Gate	2,270	2	30	17.8	27.4	0	0.0273	0.0319	
MARION	C-070	228726T	HILLMAN-FORD RD.	Passive	690	2	50	17.8	27.4	0	0.0799	0.0896	
MARION	C-070	228729N	KENTON-GALION RD.	Gate	230	2	50	17.8	27.4	0	0.0154	0.0184	
MARION	C-070	228730H	IRVIN-SHOOTS ROAD	Passive	240	2	50	17.8	27.4	0	0.0641	0.0735	
MARION	C-070	228731P	MARSEILLES-GALION	Passive	230	2	50	17.8	27.4	0	0.0639	0.0733	
MARION	C-070	228732W	S. EAST ST.	Flasher	400	2	50	17.8	27.4	0	0.0252	0.0302	

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MARION	C-070	228733D	W. NEFF ST.	Flasher	930	2	50	17.8	27.4	0	0.0331	0.0391	
MARION	C-070	228734K	N. CENTER ST.	Passive	60	2	50	17.8	27.4	0	0.0458	0.0540	
MARION	C-070	228735S	WEST	Passive	50	2	50	17.8	27.4	0	0.0436	0.0516	
MARION	C-070	228736Y	COUNTY LINE ROAD	Passive	120	2	50	17.8	27.4	0	0.0548	0.0637	
MARION	C-071	518385D	MARION-HARDIN RD	Passive	50	2	60	16.1	31.8	0	0.0454	0.0586	
MARION	C-071	518387S	LARUE-MT. VICTORY	Flasher	570	2	60	16.1	31.8	0	0.0269	0.0354	
MARION	C-071	518388Y	WINNEMAC RD	Passive	50	2	60	16.1	31.8	0	0.0274	0.0369	
MARION	C-071	518389F	FRONT ST	Flasher	500	2	60	16.1	31.8	0	0.0258	0.0340	
MARION	C-071	518390A	HIGH ST	Flasher	1,700	2	60	16.1	31.8	0	0.0380	0.0485	
MARION	C-071	518391G	SECTION ST.	Flasher	750	2	60	16.1	31.8	4	0.2346	0.2727	0.0113(a)
MARION	C-071	518392N	DRY LANE RD	Passive	110	2	60	16.1	31.8	0	0.0538	0.0679	
MARION	C-071	518393V	DECLIFF RD.	Passive	140	2	60	16.1	31.8	0	0.0570	0.0715	
MARION	C-071	518396R	MAIN ST	Flasher	760	2	60	16.1	31.8	0	0.0296	0.0387	
MARION	C-071	518397X	SO. CAREY	Passive	550	2	60	16.1	31.8	0	0.0771	0.0923	
MARION	C-071	518398E	SR 95	Gate	2,000	2	60	16.1	31.8	0	0.0223	0.0289	
MARION	C-071	518407B	ESPYVILLE RD	Passive	90	2	60	16.1	31.8	0	0.0511	0.0650	
MARION	C-071	518410J	UPR SANDSKY PRSPT	Passive	910	2	60	16.1	31.8	1	0.1855	0.2125	0.0516(a)
MARION	C-071	518413E	CAMPBELL	Gate	4,070	2	60	16.1	31.8	1	0.0806	0.0952	
MARION	C-071	518415T	CENTER ST	Gate	6,550	2	50	16.1	31.8	0	0.0333	0.0419	
MARION	N-073	481515N	SR 47	Flasher	1,390	2	60	26.0	34.3	1	0.1046	0.1125	
MARION	N-073	481516V	MAIN	Flasher	690	2	60	26.0	34.3	0	0.0347	0.0386	
MARION	N-073	481518J	KLINGLE	Passive	130	2	60	26.0	34.3	0	0.0659	0.0720	
MARION	N-073	481520K	BETHLEHEM	Gate	340	2	60	26.0	34.3	1	0.0827	0.0895	
MARION	N-073	481521S	WOLFINGER	Passive	130	2	60	26.0	34.3	0	0.0659	0.0720	
MARION	N-073	481522Y	NEWMAN CRDNGTN	Passive	230	2	60	26.0	34.3	0	0.0744	0.0806	
MARION	N-073	481524M	BENZLER LUST	Gate	170	2	60	26.0	34.3	1	0.0529	0.0561	
MARION	N-073	481525U	OWENS	Gate	990	2	60	26.0	34.3	0	0.0233	0.0260	
MARION	N-073	481526B	SUMMERLOT HFFMAN	Gate	1,390	2	60	26.0	34.3	0	0.0246	0.0273	
MARION	N-073	481529W	MARION CARDINGTON	Gate	1,110	2	60	26.0	34.3	0	0.0233	0.0259	
MARION	N-073	481530R	BARKS	Gate	7,120	2	35	26.0	34.3	0	0.0398	0.0436	
MARION	N-073	481531X	PROSPECT	Gate	8,880	2	35	26.0	34.3	0	0.0417	0.0455	
MARION	N-073	481532E	BELLEFOUNTAINE	Gate	11,740	3	30	26.0	34.3	1	0.1139	0.1213	
MARION	N-073	481533L	DARIUS	Gate	1,140	2	30	26.0	34.3	0	0.0265	0.0294	
MARION	N-073	481535A	COLUMBIA	Gate	75	2	30	26.0	34.3	0	0.0174	0.0198	
MARION	N-073	481536G	CENTER	Gate	8,290	4	30	26.0	34.3	0	0.0504	0.0547	
MARION	N-073	481538V	SILVER	Gate	6,380	2	30	26.0	34.3	0	0.0389	0.0426	
MARION	N-073	481539C	FAIRGROUND	Gate	1,850	2	30	26.0	34.3	0	0.0297	0.0328	
MARION	N-073	481540W	WILLIAMSPORT	Gate	700	2	60	26.0	34.3	0	0.0236	0.0262	
MARION	N-073	481541D	N. MAIN SR 4	Gate	8,770	2	60	26.0	34.3	1	0.1017	0.1085	

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MARION	N-073	481542K	LIKENS	Gate	970	2	60	26.0	34.3	2	0.1236	0.1313	
MARION	N-073	481544Y	LINN-HIPSHER	Gate	320	2	60	26.0	34.3	0	0.0249	0.0282	
MARION	N-073	481545F	LUCAS	Passive	100	2	60	26.0	34.3	0	0.0621	0.0681	
MARION	N-073	481546M	GALION-MARSEILLES	Passive	140	2	60	26.0	34.3	1	0.1536	0.1646	0.0269
MARION	N-073	481547U	SCOTT TWP RD-190	Passive	130	2	60	26.0	34.3	1	0.1516	0.1625	0.0262
MARION	N-073	481548B	MORRAL KIRKPATRCK	Passive	210	2	60	26.0	34.3	0	0.0731	0.0793	
MARION	N-073	481550C	COUNTY LINE	Passive	50	2	60	26.0	34.3	0	0.0526	0.0581	
OTTAWA	N-077	509390B	BENTON ROAD	Passive	190	2	60	48.0	61.5	0	0.0861	0.0917	
OTTAWA	N-077	509391H	PORTAGE RD	Gate	280	2	60	48.0	61.5	0	0.0324	0.0361	
OTTAWA	N-077	509392P	VOGEL RD	Passive	60	2	60	48.0	61.5	0	0.0466	0.0512	
OTTAWA	N-077	509393W	BENTON-TARRO RD	Gate	740	2	60	48.0	61.5	0	0.0331	0.0363	
OTTAWA	N-077	509394D	LICKERT	Gate	360	2	60	48.0	61.5	1	0.0734	0.0780	
OTTAWA	N-077	509395K	ROCKY RIDGE	Gate	760	2	60	48.0	61.5	1	0.0822	0.0874	
OTTAWA	N-077	509396S	WEST	Passive	90	2	60	48.0	61.5	0	0.0748	0.0803	
OTTAWA	N-077	509397Y	SR 590 LIMESTONE	Gate	670	2	60	48.0	61.5	2	0.1314	0.1387	
OTTAWA	N-077	509400E	TRUE RD	Gate	180	2	60	48.0	61.5	0	0.0319	0.0358	
OTTAWA	N-077	509401L	TWP 21 STANGE	Gate	200	2	60	48.0	61.5	1	0.0673	0.0713	
OTTAWA	N-077	509402T	GRAYTOWN(WALKER)	Gate	810	2	60	48.0	61.5	0	0.0323	0.0353	
OTTAWA	N-077	509403A	TOUSSIANT NORTH	Gate	50	2	60	48.0	61.5	0	0.0214	0.0240	
OTTAWA	N-077	509404G	JAMES	Passive	130	2	60	48.0	61.5	0	0.0804	0.0859	
OTTAWA	N-077	509405N	ELLISTON-BENTON	Flasher	400	2	60	48.0	61.5	0	0.0431	0.0471	
OTTAWA	N-077	509406V	NISSEN RD	Gate	370	2	60	48.0	61.5	0	0.0341	0.0379	
OTTAWA	N-077	509407C	LENTZ-OPFER	Passive	130	2	60	48.0	61.5	0	0.0804	0.0859	
OTTAWA	N-077	509408J	MARTIN (FOURTH)	Gate	440	2	60	48.0	61.5	0	0.0271	0.0297	
OTTAWA	N-077	509409R	WILLISTON RD	Flasher	460	2	60	48.0	61.5	0	0.0448	0.0489	
OTTAWA	N-077	509410K	GENOA-CLAY RD	Gate	2,560	2	60	48.0	61.5	0	0.0400	0.0434	
OTTAWA	N-077	509411S	(TROWBRDG)BOLANDR	Gate	930	2	60	48.0	61.5	0	0.0322	0.0351	
OTTAWA	N-077	509412Y	REIMAN	Passive	180	2	60	48.0	61.5	0	0.0853	0.0909	
OTTAWA	N-077	509413F	BILLMAN RD	Gate	210	2	60	48.0	61.5	0	0.0293	0.0326	
OTTAWA	N-077	509415U	FOSTORIA RD	Gate	1,490	2	60	48.0	61.5	0	0.0357	0.0389	
OTTAWA	N-079	473745U	BLOOM RD.	Passive	100	2	55	7.7	27.2	0	0.0387	0.0624	
OTTAWA	N-079	473747H	ELMORE EAST RD	Passive	200	2	55	7.7	27.2	0	0.0468	0.0726	
OTTAWA	N-079	473750R	CULLMAN (TWP 107)	Passive	100	2	55	7.7	27.2	0	0.0387	0.0624	
OTTAWA	N-079	473752E	PORTAGE RIVER RD	Passive	930	2	55	7.7	27.2	0	0.0679	0.0959	
OTTAWA	N-079	473754T	WATER ST	Gate	7,530	2	35	7.7	27.2	0	0.0236	0.0373	
RICHLAND	C-067	518446S	BEAM RD	Passive	720	2	60	14.5	30.1	1	0.1733	0.2026	0.0256(a)
RICHLAND	C-067	518448F	THRUSH RD	Passive	50	2	60	14.5	30.1	0	0.0413	0.0548	
RICHLAND	C-067	518449M	HOOK RD	Passive	100	2	60	14.5	30.1	0	0.0498	0.0645	
RICHLAND	C-067	518450G	FINNEGAN RD	Passive	70	2	60	14.5	30.1	0	0.0453	0.0594	

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RICHLAND	C-067	518451N	SETTLEMENT RD	Passive	350	2	60	14.5	30.1	0	0.0672	0.0833	
RICHLAND	C-067	518452V	GERMAN-STTLMNT RD	Flasher	700	2	60	14.5	30.1	0	0.0323	0.0427	
RICHLAND	C-067	518454J	STENTZ RD	Passive	120	2	60	14.5	30.1	0	0.0535	0.0688	
RICHLAND	C-067	518455R	HUMMEL RD	Passive	600	2	60	14.5	30.1	0	0.0768	0.0931	
RICHLAND	C-067	518456X	MAIN ST	Flasher	8,700	2	60	14.5	30.1	1	0.1428	0.1665	0.0663(a)
RICHLAND	C-067	518458L	NO. GAMBLE	Gate	7,630	2	60	14.5	30.1	0	0.0300	0.0387	
RICHLAND	C-067	518459T	SMILEY	Flasher	3,420	2	60	14.5	30.1	0	0.0511	0.0639	
RICHLAND	C-067	518460M	NO.BROADWAY	Gate	3,520	2	60	14.5	30.1	1	0.0784	0.0936	
RICHLAND	C-067	518461U	SHELBY-GANGES RD	Gate	680	2	60	14.5	30.1	0	0.0211	0.0292	
RICHLAND	C-067	518462B	LONDON WEST RD	Passive	460	2	60	14.5	30.1	0	0.0735	0.0899	
RICHLAND	C-067	518464P	BISTLINE	Passive	80	2	60	14.5	30.1	0	0.0489	0.0636	
RICHLAND	C-067	518465W	SPRGMLL-PLYMTH RD	Passive	1,000	2	60	14.5	30.1	2	0.2877	0.3295	0.0538(a)
RICHLAND	C-067	518466D	HAZEL-BRUSH RD	Passive	90	2	60	14.5	30.1	0	0.0322	0.0437	
RICHLAND	C-067	518468S	BOWMAN RD	Flasher	1,440	2	60	14.5	30.1	0	0.0406	0.0523	
RICHLAND	C-067	518472G	MAIN ST	Gate	2,530	2	60	14.5	30.1	0	0.0265	0.0345	
RICHLAND	C-067	518473N	NOBLE RD	Passive	120	2	60	14.5	30.1	0	0.0350	0.0472	
RICHLAND	C-067	518474V	MALONE RD	Passive	50	2	60	14.5	30.1	0	0.0269	0.0371	
RICHLAND	C-067	518475C	PLANKTOWN	Passive	260	2	60	14.5	30.1	0	0.0651	0.0812	
RICHLAND	C-067	518476J	BASE LINE RD	Passive	200	2	60	14.5	30.1	1	0.1432	0.1719	0.0297(a)
SANDUSKY	N-071	481635E	SANDUSKY CO. 305	Passive	70	2	15	26.0	34.5	0	0.0456	0.0509	
SANDUSKY	N-079	473667P	YORK ST	Passive	450	2	20	7.7	27.2	0	0.0479	0.0738	
SANDUSKY	N-079	473668W	KILBOURNE	Gate	9,330	2	15	7.7	27.2	2	0.1183	0.1551	(b)
SANDUSKY	N-079	473669D	MT. PLEASANT RD.	Gate	1,870	2	20	7.7	27.2	0	0.0177	0.0290	
SANDUSKY	N-079	473671E	CR. 302	Passive	400	2	20	7.7	27.2	0	0.0489	0.0752	
SANDUSKY	N-079	473672L	CR.177	Flasher	1,390	2	50	7.7	27.2	1	0.0760	0.1066	
SANDUSKY	N-079	473673T	CR 292	Passive	330	2	50	7.7	27.2	1	0.1264	0.1745	0.0308
SANDUSKY	N-079	473678C	CR 270	Passive	140	2	50	7.7	27.2	0	0.0413	0.0658	
SANDUSKY	N-079	473679J	COBLEY RD	Passive	120	2	50	7.7	27.2	0	0.0396	0.0635	
SANDUSKY	N-079	473680D	CR175	Gate	710	2	50	7.7	27.2	0	0.0170	0.0302	
SANDUSKY	N-079	473681K	CR 260	Passive	250	2	50	7.7	27.2	0	0.0483	0.0744	
SANDUSKY	N-079	473683Y	EAST ST	Passive	410	2	30	7.7	27.2	0	0.0493	0.0756	
SANDUSKY	N-079	473684F	DUANE ST	Flasher	1,800	2	30	7.7	27.2	0	0.0292	0.0470	
SANDUSKY	N-079	473685M	CHURCH ST	Flasher	610	2	30	7.7	27.2	0	0.0202	0.0344	
SANDUSKY	N-079	473686U	MAPLE ST.	Flasher	3,180	2	30	7.7	27.2	0	0.0349	0.0546	
SANDUSKY	N-079	473687B	MAIN ST.	Flasher	7,230	2	30	7.7	27.2	0	0.0444	0.0660	
SANDUSKY	N-079	473688H	VINE ST.	Flasher	830	2	30	7.7	27.2	0	0.0225	0.0377	
SANDUSKY	N-079	473690J	GEORGE ST.	Gate	720	2	30	7.7	27.2	1	0.0502	0.0659	
SANDUSKY	N-079	473691R	NELSON ST	Passive	250	2	30	7.7	27.2	0	0.0432	0.0682	
SANDUSKY	N-079	473692X	AMANDA ST	Flasher	1,230	2	30	7.7	27.2	0	0.0257	0.0423	

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
SANDUSKY	N-079	473693E	SPRING ST.	Gate	1,280	2	30	7.7	27.2	0	0.0151	0.0249	
SANDUSKY	N-079	473696A	WOODLAND	Flasher	4,220	2	50	7.7	27.2	0	0.0380	0.0585	
SANDUSKY	N-079	473697G	CR 236	Passive	740	2	50	7.7	27.2	0	0.0631	0.0909	
SANDUSKY	N-079	473698N	CR 224	Passive	50	2	50	7.7	27.2	0	0.0307	0.0514	
SANDUSKY	N-079	473700M	CR 220	Passive	90	2	50	7.7	27.2	0	0.0365	0.0594	
SANDUSKY	N-079	473702B	CR 212	Passive	250	2	50	7.7	27.2	0	0.0483	0.0744	
SANDUSKY	N-079	473703H	E STATE ST	Flasher	1,350	2	50	7.7	27.2	0	0.0265	0.0434	
SANDUSKY	N-079	473704P	CR 198	Gate	740	2	50	7.7	27.2	1	0.0503	0.0661	
SANDUSKY	N-079	473705W	FINEFROCK RD	Gate	670	2	50	7.7	27.2	2	0.0868	0.1091	
SANDUSKY	N-079	473706D	SMITH RD	Gate	1,240	2	50	7.7	27.2	0	0.0149	0.0247	
SANDUSKY	N-079	473707K	BUCHANAN ST	Flasher	2,140	2	40	7.7	27.2	0	0.0308	0.0493	
SANDUSKY	N-079	473709Y	HAYES AVE	Gate	2,743	4	30	7.7	27.2	0	0.0233	0.0369	
SANDUSKY	N-079	473711A	STATE	Gate	19,380	4	30	7.7	27.2	0	0.0365	0.0541	
SANDUSKY	N-079	473716J	NORTH ST	Passive	80	2	35	7.7	27.2	1	0.0908	0.1293	
SANDUSKY	N-079	473717R	SAND ST	Passive	70	2	35	7.7	27.2	0	0.0309	0.0518	
SANDUSKY	N-079	473719E	PORT CLINTON (SR 53)	Gate	2,710	2	35	7.7	27.2	0	0.0183	0.0297	
SANDUSKY	N-079	473726P	FANGBONER ROAD	Passive	210	2	50	7.7	27.2	1	0.1160	0.1622	0.0260
SANDUSKY	N-079	473728D	CR. 89	Passive	540	2	50	7.7	27.2	0	0.0586	0.0861	
SANDUSKY	N-079	473730E	LINDSEY RD	Passive	50	2	50	7.7	27.2	0	0.0184	0.0329	
SANDUSKY	N-079	473731L	SR. 19	Flasher	3,470	2	50	7.7	27.2	0	0.0358	0.0558	
SANDUSKY	N-079	473734G	CR127	Passive	170	2	50	7.7	27.2	0	0.0436	0.0686	
SANDUSKY	N-079	473739R	CR 143	Passive	80	2	50	7.7	27.2	0	0.0353	0.0578	
SANDUSKY	N-079	473740K	CR 153	Passive	130	2	50	7.7	27.2	0	0.0405	0.0647	
SANDUSKY	N-079	473742Y	CR 89	Passive	50	2	50	7.7	27.2	0	0.0184	0.0329	
SENECA	C-070	228770F	TR 240	Passive	90	2	50	17.8	27.4	0	0.0510	0.0596	
SENECA	C-070	228772U	CO00600	Passive	310	2	50	17.8	27.4	0	0.0683	0.0778	
SENECA	C-070	228773B	TWP 0560	Passive	50	2	50	17.8	27.4	1	0.1136	0.1281	
SENECA	C-070	228774H	MAIN STREET	Passive	180	2	50	17.8	27.4	1	0.1442	0.1609	0.0256
SENECA	C-070	228775P	TWP 0960	Passive	50	2	50	17.8	27.4	0	0.0448	0.0529	
SENECA	C-070	228776W	TWP 0100	Passive	50	2	50	17.8	27.4	0	0.0448	0.0529	
SENECA	C-070	228778K	050 2240	Gate	3,530	2	50	17.8	27.4	1	0.0769	0.0854	
SENECA	C-070	228779S	TWP 0108	Passive	80	2	50	17.8	27.4	0	0.0507	0.0593	
SENECA	C-070	228780L	TWP 0180	Passive	200	2	50	17.8	27.4	1	0.1469	0.1638	0.0151
SENECA	C-070	228781T	TWP 0112	Passive	350	2	50	17.8	27.4	0	0.0701	0.0797	
SENECA	C-070	228784N	COLUMBUS AVE	Gate	1,270	2	35	17.8	27.4	0	0.0240	0.0283	
SENECA	C-070	228786C	NORTH STREET	Gate	1,070	2	35	17.8	27.4	0	0.0274	0.0327	
SENECA	C-070	228787J	FREMONT STREET	Gate	1,900	2	35	17.8	27.4	0	0.0265	0.0310	
SENECA	C-070	228788R	SANDUSKY STREET	Gate	1,610	2	35	17.8	27.4	0	0.0254	0.0299	
SENECA	C-070	228789X	HIGH STREET	Gate	820	2	35	17.8	27.4	1	0.0657	0.0728	

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

ATTACHMENT E-6
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County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains		Relevant Accident History	Accidents Per Year		
								Pre-Acquisition	Post Acquisition		Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
SENECA	N-071	481606U	US 224	Gate	5,270	2	60	26.0	34.5	0	0.0464	0.0522	
SENECA	N-071	481607B	LEMON ST.	Gate	470	2	60	26.0	34.5	0	0.0267	0.0305	
SENECA	N-071	481610J	TWP 104	Passive	160	2	60	26.0	34.5	0	0.0690	0.0753	
SENECA	N-071	481614L	4 & SENECA CO 36	Flasher	3,330	2	60	26.0	34.5	0	0.0540	0.0589	
SENECA	N-071	481616A	TWP 8	Passive	110	2	60	26.0	34.5	0	0.0635	0.0696	
SENECA	N-071	481617G	SR162	Gate	700	2	60	26.0	34.5	0	0.0300	0.0342	
SENECA	N-071	481618N	TWP 122	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481619V	TWP 124	Passive	50	2	60	26.0	34.5	1	0.1276	0.1378	
SENECA	N-071	481620P	T-126	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481621W	SENECA CO 24	Passive	90	2	60	26.0	34.5	0	0.0606	0.0667	
SENECA	N-071	481622D	T-136	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481623K	CO-46	Passive	270	2	60	26.0	34.5	0	0.0769	0.0832	
SENECA	N-071	481624S	CO 32	Passive	100	2	60	26.0	34.5	0	0.0621	0.0682	
SENECA	N-071	481626F	T-178	Passive	330	2	60	26.0	34.5	0	0.0799	0.0863	
SENECA	N-071	481627M	T-199	Passive	50	2	60	26.0	34.5	0	0.0526	0.0582	
SENECA	N-071	481630V	MAIN	Flasher	950	2	60	26.0	34.5	1	0.0966	0.1042	
SENECA	N-071	481631C	CO-34	Passive	710	2	60	26.0	34.5	0	0.0916	0.0978	
SENECA	N-071	481634X	COUNTY LINE ROAD	Gate	230	2	60	26.0	34.5	0	0.0197	0.0224	
TRUMBULL	N-082	503129T	WAKEFIELD CRK RD	Passive	90	2	40	11.7	23.8	0	0.0402	0.0530	
TRUMBULL	N-082	503130M	SR 87	Gate	1,180	2	40	11.7	23.8	0	0.0172	0.0228	
TRUMBULL	N-082	503131U	GARDNER BARCLAY	Passive	220	2	40	11.7	23.8	0	0.0511	0.0655	
TRUMBULL	N-082	503132B	SR 88	Gate	2,050	2	40	11.7	23.8	0	0.0198	0.0260	
TRUMBULL	N-082	503133H	BRADLEY-BROWNLEE	Gate	530	2	40	11.7	23.8	0	0.0174	0.0239	
TRUMBULL	N-082	503134P	CORLAND HULL RD	Passive	120	2	40	11.7	23.8	1	0.1113	0.1354	
TRUMBULL	N-082	503135W	DAVIS PECK RD	Passive	280	2	40	11.7	23.8	0	0.0543	0.0691	
TRUMBULL	N-082	503136D	FISHER CORINTH RD	Passive	120	2	40	11.7	23.8	0	0.0435	0.0569	
TRUMBULL	N-082	503138S	SR 305	Gate	2,150	2	40	11.7	23.8	0	0.0200	0.0263	
TRUMBULL	N-082	544717N	LOGAN GATE RD	Flasher	2,165	2	40	11.7	23.8	0	0.0414	0.0529	
TRUMBULL	N-082	544718V	SR 304	Gate	3,438	2	40	11.7	23.8	0	0.0225	0.0294	
TRUMBULL	N-082	544719C	LEWIS-SEIFERT	Flasher	960	2	40	11.7	23.8	0	0.0279	0.0370	
TRUMBULL	N-082	544720W	BELL WICK RD	Flasher	1,012	2	40	11.7	23.8	0	0.0284	0.0376	
TRUMBULL	N-082	544721D	MT. EVERT	Gate	690	2	40	11.7	23.8	0	0.0171	0.0227	
TRUMBULL	N-082	544729H	WARREN SHARON RD	Flasher	2,925	2	40	11.7	23.8	2	0.1581	0.1873	0.0307(a)
TRUMBULL	N-082	544731J	AMY BOIL RD	Passive	50	2	40	11.7	23.8	1	0.0700	0.0845	
TRUMBULL	N-082	544732R	KINGS GRAVE RD	Gate	550	2	40	11.7	23.8	0	0.0141	0.0188	
VAN WERT	C-062	532746P	CANAL ST.	Flasher	820	2	40	5.9	13.9	0	0.0234	0.0334	
VAN WERT	C-062	532747W	JEFFERSON ST	Flasher	1,200	2	40	5.9	13.9	0	0.0228	0.0325	
VAN WERT	C-062	532748D	S. CLAY ST	Gate	1,050	2	40	5.9	13.9	0	0.0128	0.0182	
VAN WERT	C-062	532749K	S BREDICK ST.	Flasher	1,490	2	40	5.9	13.9	0	0.0245	0.0348	

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VAN WERT	C-062	532750E	STATE ST	Gate	2,530	2	60	5.9	13.9	0	0.0161	0.0227	
VAN WERT	C-062	532751L	BRICKNER RD.	Passive	180	2	40	5.9	13.9	0	0.0375	0.0526	
VAN WERT	C-062	532754G	BOCKEY RD.	Passive	200	2	40	5.9	13.9	0	0.0387	0.0540	
VAN WERT	C-062	532755N	CONVERSE RD.	Passive	130	2	40	5.9	13.9	0	0.0341	0.0483	
VAN WERT	C-062	532756V	MIDDLEPOINT RD.	Passive	280	2	40	5.9	13.9	0	0.0425	0.0586	
VAN WERT	C-062	532757C	MAIN ST	Flasher	170	2	40	5.9	13.9	0	0.0112	0.0167	
VAN WERT	C-062	532758J	ADAMS ST	Flasher	980	2	40	5.9	13.9	0	0.0212	0.0305	
VAN WERT	C-062	532759R	MASON ST	Flasher	340	2	40	5.9	13.9	0	0.0145	0.0214	
VAN WERT	C-062	532760K	DOG CREEK RD	Passive	410	2	40	5.9	13.9	0	0.0471	0.0640	
VAN WERT	C-062	532761S	RINGWALD RD.	Passive	160	2	40	5.9	13.9	0	0.0363	0.0510	
VAN WERT	C-062	532762Y	CHENOWITH RD.	Passive	90	2	40	5.9	13.9	0	0.0306	0.0438	
VAN WERT	C-062	532763F	GAMBLE RD.	Passive	80	2	40	5.9	13.9	0	0.0295	0.0424	
VAN WERT	C-062	532764M	HOAGLIN CENTER RD	Passive	260	2	40	5.9	13.9	0	0.0416	0.0575	
VAN WERT	C-062	532766B	GILLAND RD	Passive	60	2	40	5.9	13.9	0	0.0270	0.0392	
VAN WERT	C-062	532767H	MENDON RD.	Passive	410	2	40	5.9	13.9	0	0.0471	0.0640	
VAN WERT	C-062	532768P	WAYNE ST	Gate	3,510	2	40	5.9	13.9	0	0.0176	0.0246	
VAN WERT	C-062	532769W	VINE ST	Flasher	230	2	40	5.9	13.9	0	0.0126	0.0187	
VAN WERT	C-062	532770R	FRANKLIN ST	Flasher	1,050	2	40	5.9	13.9	0	0.0217	0.0312	
VAN WERT	C-062	532771X	CHESTNUT ST.	Flasher	420	2	40	5.9	13.9	0	0.0157	0.0230	
VAN WERT	C-062	532772E	RACE ST	Flasher	1,010	2	40	5.9	13.9	0	0.0214	0.0308	
VAN WERT	C-062	532773L	N. TYLER ST	Flasher	590	2	40	5.9	13.9	0	0.0177	0.0258	
VAN WERT	C-062	532774T	HARRISON ST.	Flasher	620	2	40	5.9	13.9	0	0.0181	0.0263	
VAN WERT	C-062	532775A	CHERRY ST	Passive	700	2	40	5.9	13.9	0	0.0540	0.0719	
VAN WERT	C-062	532776G	WALNUT ST	Flasher	1,150	2	40	5.9	13.9	0	0.0224	0.0321	
VAN WERT	C-062	532778V	MARKET ST.	Flasher	2,310	2	40	5.9	13.9	0	0.0441	0.0686	
VAN WERT	C-062	532779C	WASHINGTON	Gate	7,800	2	40	5.9	13.9	0	0.0215	0.0296	
VAN WERT	C-062	532780W	JEFFERSON ST	Flasher	1,710	2	40	5.9	13.9	0	0.0257	0.0363	
VAN WERT	C-062	532781D	N. SHANNON ST	Flasher	100	2	40	5.9	13.9	0	0.0092	0.0138	
VAN WERT	C-062	532782K	WALL ST	Flasher	1,030	2	40	5.9	13.9	0	0.0216	0.0310	
VAN WERT	C-062	532783S	BURT ST.	Flasher	2,450	2	40	5.9	13.9	1	0.0798	0.1004	
VAN WERT	C-062	532784Y	FISHER AVE	Flasher	670	2	40	5.9	13.9	0	0.0186	0.0269	
VAN WERT	C-062	532785F	JOHN BROWN RD.	Gate	1,980	2	40	5.9	13.9	0	0.0154	0.0218	
VAN WERT	C-062	532788B	LIBERTY UNION RD.	Passive	130	2	40	5.9	13.9	0	0.0341	0.0483	
VAN WERT	C-062	532789H	RICHEY CR	Passive	160	2	40	5.9	13.9	0	0.0363	0.0510	
VAN WERT	C-062	532790C	MACE CR-ROBNSN RD	Passive	60	2	40	5.9	13.9	0	0.0270	0.0392	
VAN WERT	C-062	532791J	ALT RT. US 30	Gate	1,590	2	40	5.9	13.9	0	0.0143	0.0202	
VAN WERT	C-062	532792R	BERGNER RD	Passive	50	2	40	5.9	13.9	0	0.0256	0.0372	
VAN WERT	C-062	532794E	MAIN ST.-SR 49	Gate	1,650	2	40	5.9	13.9	0	0.0144	0.0204	
VAN WERT	C-062	532795L	TULLY ST.	Gate	1,070	2	40	5.9	13.9	0	0.0129	0.0183	

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

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

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains: Pre-Acquisition	Freight Trains: Post Acquisition	Relevant Accident History	Accidents Per Year: Pre-Acquisition	Accidents Per Year: Post Acquisition	Accidents Per Year: Post Acquisition With Mitigation
WOOD	C-065	155801X	CROSS CREEK	Passive	110	2	50	0.6	14.2	0	0.0126	0.0498	
WOOD	C-065	155804T	MIDDLETOWN PIKE	Passive	690	2	50	0.6	14.2	1	0.0746	0.1696	0.0288
WOOD	C-065	155805A	FINDLAY ST.	Flasher	2,010	2	50	0.6	14.2	0	0.0100	0.0387	
WOOD	C-065	155806G	MAIN ST.	Flasher	240	2	50	0.6	14.2	0	0.0044	0.0193	
WOOD	C-065	155807N	CHURCH RD.	Passive	130	2	50	0.6	14.2	0	0.0134	0.0520	
WOOD	C-065	155808V	KINGS RD	Passive	220	2	50	0.6	14.2	0	0.0159	0.0591	
WOOD	C-065	155809C	OVITT RD	Passive	150	2	50	0.6	14.2	0	0.0140	0.0539	
WOOD	C-065	155810W	REITZ RD	Passive	310	2	50	0.6	14.2	0	0.0179	0.0640	
WOOD	C-065	155811D	HULL PRAIRIE RD	Passive	120	2	50	0.6	14.2	0	0.0130	0.0509	
WOOD	C-065	155812K	FIRE POINT RD.	Passive	670	2	50	0.6	14.2	0	0.0229	0.0755	0.0285
WOOD	C-065	155814Y	ROACHTON RD.	Passive	2,239	2	50	0.6	14.2	0	0.0332	0.0938	0.0445
WOOD	C-065	155815F	FORT MEIGS RD	Passive	430	2	50	0.6	14.2	0	0.0199	0.0688	
WOOD	C-065	155818B	ECKEL JCT RD	Passive	1,160	2	50	0.6	14.2	0	0.0272	0.0838	0.0349
WOOD	C-065	155819H	ECKEL RD	Passive	570	2	50	0.6	14.2	0	0.0218	0.0730	0.0269
WOOD	C-065	155820C	ECKEL RD	Passive	760	2	50	0.6	14.2	0	0.0239	0.0774	0.0299
WOOD	C-065	155821J	W. BOUNDARY ST.	Gate	12,870	4	25	0.6	14.2	1	0.0506	0.1015	(b)
WOOD	C-065	155822R	MULBERRY ST.	Passive	340	2	25	0.6	14.2	0	0.0155	0.0579	
WOOD	C-065	155823X	INDIANA ST.	Gate	6,288	2	25	0.6	14.2	0	0.0084	0.0288	
WOOD	C-065	155825L	CHERRY ST	Passive	360	2	25	0.6	14.2	0	0.0158	0.0587	
WOOD	C-065	155827A	WALNUT ST	Flasher	1,690	2	25	0.6	14.2	0	0.0093	0.0367	
WOOD	C-065	155829N	LOUISIANA AVE.	Gate	7,170	4	25	0.6	14.2	0	0.0119	0.0401	
WOOD	C-065	155830H	ELM ST.	Flasher	3,750	2	25	0.6	14.2	0	0.0126	0.0462	
WOOD	C-065	155831P	LOCUST ST	Flasher	1,200	2	25	0.6	14.2	0	0.0082	0.0330	
WOOD	C-065	155832W	MAPLE ST.	Passive	370	2	25	0.6	14.2	0	0.0159	0.0591	
WOOD	C-065	155833D	HICKORY ST	Passive	580	2	25	0.6	14.2	0	0.0185	0.0656	
WOOD	C-065	155834K	E.BOUNDARY ST.	Flasher	4,420	2	25	0.6	14.2	0	0.0134	0.0483	
WOOD	C-065	155835S	HUFFORD RD	Passive	690	2	30	0.6	14.2	0	0.0203	0.0697	
WOOD	C-065	155837F	WHITE RD	Passive	630	2	30	0.6	14.2	0	0.0197	0.0683	
WOOD	C-065	155838M	FORD RD.	Passive	1,960	2	30	0.6	14.2	0	0.0282	0.0855	0.0206
WOOD	C-065	155839U	BATES RD	Passive	940	2	30	0.6	14.2	0	0.0224	0.0743	0.0157
WOOD	C-065	155840N	SCHRICK RD.	Passive	1,370	2	20	0.6	14.2	0	0.0236	0.0768	0.0295
WOOD	C-065	155841V	LIME CITY RD	Gate	4,060	2	20	0.6	14.2	0	0.0074	0.0260	
WOOD	C-065	155842C	GLENWOOD RD.	Flasher	1,460	2	20	0.6	14.2	0	0.0088	0.0349	
WOOD	N-077	509417H	MAIN	Gate	1,110	2	60	48.0	61.5	0	0.0507	0.0566	
WOOD	N-077	509418P	CHERRY	Gate	310	2	60	48.0	61.5	0	0.0335	0.0374	
WOOD	N-077	509419W	BRADNER	Flasher	830	2	60	48.0	61.5	0	0.0525	0.0568	
WOOD	N-077	509420R	AYRES	Passive	366	2	60	48.0	61.5	0	0.0960	0.1014	
WOOD	N-077	509421X	MATTHEWS RD	Passive	77	2	60	48.0	61.5	0	0.0724	0.0780	
WOOD	N-077	509422E	PEMBERVILLE	Gate	1,141	2	60	48.0	61.5	0	0.0337	0.0367	

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

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

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

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

(a) Mitigation already in place

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

ATTACHMENT E-7

Pennsylvania Highway/Rail At-grade Crossing Accident Frequency

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

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

PENNSYLVANIA HIGHWAY/RAIL AT-GRADE CROSSING ACCIDENT FREQUENCY

								Freight Trains			Accidents Per Year		
County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Pre-Acquisition	Post Acquisition	Relevant Accident History	Pre-Acquisition	Post Acquisition	Post Acquisition With Mitigation
CUMBERLAND	N-091	592288S	WILLIAMS GROVE	Gate	496	2	40	11.1	19.6	0	0.0159	0.0200	
CUMBERLAND	N-091	592289Y	SHEAFFER	Passive	70	2	40	11.1	19.6	0	0.0378	0.0475	
CUMBERLAND	N-091	592290T	YORK ROAD/SR 74	Gate	3,684	2	40	11.1	19.6	2	0.1218	0.1376	(b)
CUMBERLAND	N-091	592292G	CREEK ROAD	Gate	770	2	40	11.1	19.6	0	0.0178	0.0223	
CUMBERLAND	N-091	592293N	LEIDIGS DR	Gate	350	2	50	11.1	19.6	0	0.0149	0.0189	
CUMBERLAND	N-091	592295C	CRISWALL	Passive	1,070	2	40	11.1	19.6	1	0.1663	0.1891	0.0213
CUMBERLAND	N-091	592296J	RACE	Flasher	1,070	2	35	11.1	19.6	0	0.0335	0.0416	
CUMBERLAND	N-091	592298X	TANGER	Passive	50	2	35	11.1	19.6	0	0.0333	0.0422	
CUMBERLAND	N-091	592309H	CHESTNUT	Flasher	720	2	40	11.1	19.6	1	0.0815	0.0950	
CUMBERLAND	N-091	592311J	MT VIEW	Gate	50	2	40	11.1	19.6	0	0.0088	0.0112	
CUMBERLAND	N-091	592313X	PINE ROAD	Gate	1,154	2	40	11.1	19.6	0	0.0176	0.0221	
CUMBERLAND	N-091	592317A	STUARTS	Passive	110	2	40	11.1	19.6	0	0.0435	0.0541	
CUMBERLAND	N-091	592319N	MOORS MILL ROAD	Gate	250	2	40	11.1	19.6	0	0.0118	0.0150	
CUMBERLAND	N-091	592320H	MILL	Passive	190	2	40	11.1	19.6	1	0.1235	0.1441	0.0115
CUMBERLAND	N-091	592321P	SHEAFFER	Passive	70	2	40	11.1	19.6	0	0.0236	0.0306	
CUMBERLAND	N-091	592524U	HUNTSDALE	Gate	256	2	40	11.1	19.6	0	0.0136	0.0172	
CUMBERLAND	N-091	592526H	PINE GROVE RD	Gate	1,270	2	40	11.1	19.6	0	0.0206	0.0256	
CUMBERLAND	N-091	592528W	LONGSDORF ROAD	Gate	218	2	40	11.1	19.6	0	0.0114	0.0145	
CUMBERLAND	N-091	592532L	HAYS GROVE	Gate	128	2	40	11.1	19.6	0	0.0113	0.0144	
CUMBERLAND	N-091	592533T	QUARRY HILL	Passive	50	2	40	11.1	19.6	0	0.0212	0.0276	
CUMBERLAND	N-091	592538C	HIGH MOUNTAIN	Flasher	240	2	40	11.1	19.6	0	0.0206	0.0264	
CUMBERLAND	N-091	592540D	FURNACE HOLLOW RD	Gate	256	2	40	11.1	19.6	0	0.0119	0.0151	
CUMBERLAND	N-091	592541K	HAMMOND	Gate	256	2	40	11.1	19.6	0	0.0136	0.0172	
CUMBERLAND	N-091	592542S	KELSO	Flasher	110	2	40	11.1	19.6	0	0.0153	0.0198	
CUMBERLAND	N-091	592544F	LEES CROSS ROADS	Gate	641	2	40	11.1	19.6	0	0.0167	0.0210	
CUMBERLAND	N-091	592546U	REESE/GOODHEART RD	Passive	50	2	40	11.1	19.6	0	0.0360	0.0455	
ERIE	N-070	471859A	GULF ROAD	Gate	650	2	50	13.0	25.1	0	0.0156	0.0205	
ERIE	N-070	471861B	BORT ROAD	Flasher	100	2	50	13.0	25.1	0	0.0164	0.0228	
ERIE	N-070	471863P	REMINGTON ROAD	Gate	160	2	60	13.0	25.1	0	0.0132	0.0177	
ERIE	N-070	471867S	LOOMIS STREET	Gate	540	2	60	13.0	25.1	0	0.0148	0.0193	
ERIE	N-070	471868Y	WASHINGTON STREET	Gate	740	2	60	13.0	25.1	0	0.0160	0.0209	
ERIE	N-070	471869F	SMEDLEY STREET	Gate	540	2	60	13.0	25.1	0	0.0148	0.0193	
ERIE	N-070	471872N	CEMETERY ROAD	Gate	140	2	60	13.0	25.1	1	0.0454	0.0514	
ERIE	N-070	471874C	WILLIAMS ROAD	Gate	1,043	2	60	13.0	25.1	0	0.0175	0.0228	
ERIE	N-070	471875J	SPENCER ROAD	Gate	180	2	60	13.0	25.1	0	0.0110	0.0146	
ERIE	N-070	471876R	STATION ROAD	Gate	686	2	60	13.0	25.1	0	0.0157	0.0205	
ERIE	N-070	471877X	KING ROAD	Gate	220	2	60	13.0	25.1	0	0.0144	0.0194	
ERIE	N-070	471878E	DAVIDSON ROAD	Flasher	220	2	60	13.0	25.1	0	0.0177	0.0237	
ERIE	N-070	471881M	WALBRIDGE ROAD	Gate	3,180	2	60	13.0	25.1	0	0.0232	0.0297	

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

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

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

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

(a) Mitigation already in place
(b) Effectiveness of 4-quadrant gates, median barriers, or corridor analysis is not quantifiable
(c) Relocate to CSX corridor

ATTACHMENT E-8

Virginia Highway/Rail At-grade Crossing Accident Frequency

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains: Pre-Acquisition	Freight Trains: Post Acquisition	Relevant Accident History	Accidents Per Year: Pre-Acquisition	Accidents Per Year: Post Acquisition	Accidents Per Year: Post Acquisition With Mitigation
AUGUSTA	N-100	468075U	2ND ST/SR 256	Flasher	1,457	2	50	3.9	12.1	0	0.0203	0.0327	
AUGUSTA	N-100	468085A	SR 616	Flasher	55	2	50	3.9	12.1	0	0.0076	0.0137	
AUGUSTA	N-100	468086G	SR 628	Flasher	113	2	50	3.9	12.1	0	0.0079	0.0135	
AUGUSTA	N-100	468091D	SR 612	Gate	982	2	50	3.9	12.1	0	0.0106	0.0169	
AUGUSTA	N-100	468095F	SR 619	Flasher	50	2	50	3.9	12.1	0	0.0057	0.0100	
AUGUSTA	N-100	468101G	SR 611	Gate	706	2	50	3.9	12.1	0	0.0097	0.0156	
AUGUSTA	N-100	468115P	WINDSOR ROAD	Gate	2,570	2	50	3.9	12.1	0	0.0137	0.0216	
AUGUSTA	N-100	468118K	OAKLAND	Flasher	600	2	50	3.9	12.1	0	0.0148	0.0245	
AUGUSTA	N-100	468120L	SR 664	Gate	2,366	2	50	3.9	12.1	0	0.0134	0.0212	
AUGUSTA	N-100	468125V	SR 635	Flasher	133	2	50	3.9	12.1	0	0.0084	0.0144	
AUGUSTA	N-100	468127J	SR 634	Flasher	78	2	50	3.9	12.1	0	0.0068	0.0118	
AUGUSTA	N-100	468135B	SR 608	Gate	11,050	2	50	3.9	12.1	0	0.0199	0.0305	
AUGUSTA	N-100	468137P	SR 909	Flasher	1,441	2	50	3.9	12.1	0	0.0203	0.0326	
AUGUSTA	N-100	468139D	SR 656	Flasher	920	2	50	3.9	12.1	1	0.0588	0.0785	
AUGUSTA	N-100	468143T	WILDA RD	Gate	62	2	50	3.9	12.1	0	0.0049	0.0081	
AUGUSTA	N-100	468146N	SR 658	Flasher	50	2	50	3.9	12.1	0	0.0057	0.0100	
AUGUSTA	N-100	468149J	SR 662	Flasher	786	2	50	3.9	12.1	0	0.0163	0.0268	
AUGUSTA	N-100	468150D	FARM X-ING	Passive	327	2	45	3.9	12.1	0	0.0386	0.0594	
AUGUSTA	N-100	468153Y	SR 666	Flasher	434	2	45	3.9	12.1	0	0.0131	0.0219	
AUGUSTA	N-100	468159P	SR 1212	Passive	50	2	45	3.9	12.1	0	0.0128	0.0221	
AUGUSTA	N-100	468161R	SR 702	Passive	50	2	45	3.9	12.1	1	0.0560	0.0727	
BOTETOURT	N-100	468224T	SR 614	Flasher	387	2	35	3.9	12.1	0	0.0155	0.0272	
BOTETOURT	N-100	468230W	BRIDGE ST.	Flasher	325	2	35	3.9	12.1	0	0.0118	0.0198	
BOTETOURT	N-100	468232K	PINE ST	Gate	325	2	40	3.9	12.1	0	0.0097	0.0162	
BOTETOURT	N-100	468233S	STATION RD. (SR 1313)	Gate	550	2	40	3.9	12.1	0	0.0119	0.0200	
BOTETOURT	N-100	468236M	SR 617	Gate	512	2	50	3.9	12.1	1	0.0428	0.0526	
BOTETOURT	N-100	468237U	SR 625	Flasher	444	2	40	3.9	12.1	0	0.0132	0.0221	
BOTETOURT	N-100	468239H	SR 640	Gate	801	2	50	3.9	12.1	0	0.0100	0.0161	
BOTETOURT	N-100	468244E	SR 640	Gate	211	2	40	3.9	12.1	0	0.0069	0.0113	
BOTETOURT	N-100	468248G	SR 784	Passive	51	2	30	3.9	12.1	0	0.0199	0.0332	
BOTETOURT	N-100	468250H	SR 640	Gate	181	2	30	3.9	12.1	0	0.0066	0.0108	
BOTETOURT	N-100	468253D	SR 645	Passive	50	2	30	3.9	12.1	0	0.0115	0.0200	
BOTETOURT	N-100	468256Y	SR 763	Passive	71	2	30	3.9	12.1	0	0.0221	0.0366	
BOTETOURT	N-100	468264R	SR 640	Gate	227	2	30	3.9	12.1	0	0.0071	0.0115	
BOTETOURT	N-100	468269A	SR 716	Gate	418	2	40	3.9	12.1	0	0.0084	0.0136	
BOTETOURT	N-100	468270U	MOUNTAIN AVENUE	Gate	321	2	40	3.9	12.1	0	0.0078	0.0126	
BOTETOURT	N-100	468271B	BOONE DR	Passive	150	2	40	3.9	12.1	0	0.0298	0.0476	
BOTETOURT	N-100	468272H	BLUE RIDGE ROAD	Flasher	521	2	40	3.9	12.1	0	0.0140	0.0233	
BOTETOURT	N-100	468281G	SR 654	Gate	4,930	2	50	3.9	12.1	0	0.0162	0.0253	

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains Pre-Acquisition	Freight Trains Post Acquisition	Relevant Accident History	Accidents Per Year Pre-Acquisition	Accidents Per Year Post Acquisition	Accidents Per Year Post Acquisition With Mitigation
BUCHANAN	N-100	468247A	SR 640	Gate	307	2	30	3.9	12.1	0	0.0077	0.0125	
CLARKE	N-091	468598Y	BOOM RD (SR 615)	Gate	431	2	50	11.1	19.6	0	0.0170	0.0220	
CLARKE	N-091	468599F	SR 7	Gate	3,900	2	40	11.1	19.6	2	0.1154	0.1301	(b)
CLARKE	N-091	468600X	JOSEPHINE ST. (SR 614)	Gate	1,072	2	50	11.1	19.6	0	0.0171	0.0215	
CLARKE	N-091	468601E	SR 680	Passive	50	2	50	11.1	19.6	0	0.0367	0.0462	
CLARKE	N-091	468609J	BROWNTOWN RD (SR 620)	Gate	169	2	50	11.1	19.6	0	0.0105	0.0134	
CLARKE	N-091	468610D	OLD CHAPEL AVE (SR 617)	Gate	130	2	50	11.1	19.6	0	0.0098	0.0125	
CLARKE	N-091	468611K	MAIN ST	Gate	1,579	2	50	11.1	19.6	0	0.0189	0.0236	
CLARKE	N-091	468618H	DEPOT ROAD (SR 628)	Gate	216	2	50	11.1	19.6	1	0.0475	0.0531	
CLARKE	N-091	468621R	F.LOFTON RD (SR 627)	Gate	130	2	50	11.1	19.6	0	0.0100	0.0128	
CLARKE	N-091	468623E	SR 644	Gate	185	2	50	11.1	19.6	0	0.0110	0.0140	
PAGE	N-100	468670M	ST 664	Passive	58	2	30	3.9	12.1	0	0.0121	0.0210	
PAGE	N-100	468676D	SR 662	Flasher	381	2	45	3.9	12.1	0	0.0125	0.0209	
PAGE	N-100	468679Y	SR 661	Gate	150	2	40	3.9	12.1	0	0.0063	0.0103	
PAGE	N-100	468680T	SR 611	Gate	126	2	35	3.9	12.1	0	0.0060	0.0098	
PAGE	N-100	468684V	SR 611	Passive	77	2	40	3.9	12.1	0	0.0143	0.0245	
PAGE	N-100	468686J	SR 611	Passive	70	2	50	3.9	12.1	0	0.0149	0.0254	
PAGE	N-100	468689E	SR 658	Flasher	166	2	40	3.9	12.1	0	0.0091	0.0156	
PAGE	N-100	468696P	WALLACE AV	Flasher	904	2	50	3.9	12.1	0	0.0172	0.0281	
PAGE	N-100	468699K	EAST MAIN ST.	Flasher	12,660	2	50	3.9	12.1	0	0.0408	0.0594	
PAGE	N-100	468700C	CAVE ST/CAMPBELL	Flasher	800	2	50	3.9	12.1	0	0.0164	0.0270	
PAGE	N-100	468706T	SR 629	Passive	117	2	50	3.9	12.1	0	0.0176	0.0297	
PAGE	N-100	468708G	SR 633	Gate	169	2	50	3.9	12.1	0	0.0065	0.0106	
PAGE	N-100	468710H	SR 632	Passive	160	2	50	3.9	12.1	0	0.0324	0.0511	
PAGE	N-100	468711P	SR 631	Flasher	59	2	50	3.9	12.1	0	0.0061	0.0106	
PAGE	N-100	468714K	SR 624	Gate	183	2	50	3.9	12.1	0	0.0067	0.0109	
PAGE	N-100	468715S	MAIN ST. (US 24)	Gate	4,045	2	50	3.9	12.1	0	0.0154	0.0241	
PAGE	N-100	468716Y	SR 622	Gate	955	2	50	3.9	12.1	0	0.0105	0.0168	
PAGE	N-100	468717F	SR 723	Gate	858	2	50	3.9	12.1	0	0.0102	0.0164	
PAGE	N-100	468718M	SR 621	Flasher	463	2	50	3.9	12.1	0	0.0134	0.0224	
ROANOKE	N-100	468284C	SHADWELL DR.	Gate	2,101	2	40	3.9	12.1	0	0.0130	0.0205	
ROANOKE	N-100	468286R	CARLOS DR.	Passive	87	2	40	3.9	12.1	0	0.0252	0.0411	
ROCKBRIDGE	N-100	468166A	SR 56	Gate	175	2	45	3.9	12.1	0	0.0076	0.0123	
ROCKBRIDGE	N-100	468171W	SR 608	Flasher	361	2	45	3.9	12.1	0	0.0123	0.0206	
ROCKBRIDGE	N-100	468173K	SR 709	Passive	50	2	30	3.9	12.1	0	0.0198	0.0330	
ROCKBRIDGE	N-100	468175Y	SR 710	Flasher	301	2	45	3.9	12.1	0	0.0114	0.0193	
ROCKBRIDGE	N-100	468177M	SR 714	Passive	53	2	45	3.9	12.1	0	0.0223	0.0368	
ROCKBRIDGE	N-100	468190B	SR 805	Passive	67	2	40	3.9	12.1	0	0.0232	0.0382	
ROCKBRIDGE	N-100	468192P	SR 631	Gate	1,359	2	40	3.9	12.1	0	0.0116	0.0184	

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

County	Rail Line Segment	FRA ID	Street Name	Warning Device	ADT	Number of Roadway Lanes	Maximum Speed	Freight Trains: Pre-Acquisition	Freight Trains: Post Acquisition	Relevant Accident History	Accidents Per Year: Pre-Acquisition	Accidents Per Year: Post Acquisition	Accidents Per Year: Post Acquisition With Mitigation
ROCKBRIDGE	N-100	468196S	FACTORY ST	Flasher	1,060	2	40	3.9	12.1	0	0.0182	0.0296	
ROCKBRIDGE	N-100	468197Y	21ST STREET	Flasher	200	2	40	3.9	12.1	0	0.0098	0.0167	
ROCKBRIDGE	N-100	468198F	10TH ST	Gate	2,000	2	40	3.9	12.1	0	0.0128	0.0203	
ROCKBRIDGE	N-100	468205N	SR 1101	Gate	820	2	50	3.9	12.1	0	0.0101	0.0162	
ROCKBRIDGE	N-100	468206V	SR 684	Gate	1,308	2	50	3.9	12.1	0	0.0138	0.0227	
ROCKINGHAM	N-100	468067C	SR 708	Gate	214	2	50	3.9	12.1	0	0.0070	0.0113	
ROCKINGHAM	N-100	468070K	SR 955	Gate	58	2	50	3.9	12.1	0	0.0048	0.0079	
ROCKINGHAM	N-100	468072Y	SR 659	Gate	2,177	2	50	3.9	12.1	0	0.0134	0.0213	
ROCKINGHAM	N-100	468074M	SR 256	Gate	3,325	2	50	3.9	12.1	0	0.0147	0.0230	
ROCKINGHAM	N-100	468744C	COUNTY RD	Gate	237	2	40	3.9	12.1	0	0.0072	0.0117	
ROCKINGHAM	N-100	468745J	SR 884	Gate	203	2	40	3.9	12.1	0	0.0069	0.0112	
ROCKINGHAM	N-100	468750F	SR-1706	Gate	2,436	2	50	3.9	12.1	0	0.0143	0.0225	
ROCKINGHAM	N-100	468751M	ELK RUN	Gate	3,550	2	50	3.9	12.1	0	0.0149	0.0234	
ROCKINGHAM	N-100	468753B	MARSHALL AVE.	Gate	535	2	50	3.9	12.1	0	0.0090	0.0145	
ROCKINGHAM	N-100	468754H	SR 1709	Passive	84	2	50	3.9	12.1	0	0.0266	0.0431	
ROCKINGHAM	N-100	468757D	SR 642	Gate	225	2	50	3.9	12.1	0	0.0071	0.0115	
ROCKINGHAM	N-100	468767J	SR 649	Gate	1,353	2	50	3.9	12.1	0	0.0115	0.0184	
WARREN	N-091	468628N	ASHBY STN RD.	Gate	122	2	50	11.1	19.6	0	0.0098	0.0125	
WARREN	N-091	468631W	FAIRGROUNDS RD (SR	Flasher	1,313	2	50	11.1	19.6	0	0.0313	0.0391	
WARREN	N-091	468634S	ROCKLAND ROAD	Flasher	700	2	50	11.1	19.6	2	0.1222	0.1399	0.0163
WARREN	N-100	468656S	MAIN ST. (SR 622)	Flasher	58	2	35	3.9	12.1	0	0.0061	0.0105	
WARREN	N-100	468657Y	SPANGLER LANE	Flasher	50	2	35	3.9	12.1	0	0.0057	0.0100	
WARREN	N-100	468660G	SR 613	Gate	1,009	2	35	3.9	12.1	0	0.0107	0.0171	
WARREN	N-100	714417V		Passive	58	2	25	3.9	12.1	0	0.0130	0.0225	
WARREN	N-100	714419J		Gate	1,972	2	35	3.9	12.1	2	0.0869	0.1063	
WARREN	N-100	714423Y	MANASSAS AVE	Gate	815	2	35	3.9	12.1	1	0.0450	0.0559	
WARREN	N-100	714424F	MANASSAS AVE	Passive	50	2	35	3.9	12.1	0	0.0204	0.0340	
WAYNESBORO	N-100	468109L	7TH ST	Gate	2,500	2	25	3.9	12.1	0	0.0136	0.0214	

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

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ATTACHMENT E-9

West Virginia Highway/Rail At-grade Crossing Accident Frequency

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

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

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APPENDIX F
Safety: Hazardous Materials Transport Analysis

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ATTACHMENTS

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APPENDIX F
SAFETY: HAZARDOUS MATERIALS TRANSPORT ANALYSIS

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

In its revised analysis, SEA determined that the amount of hazardous materials transported would increase on 247 rail line segments as a result of the proposed Conrail Acquisition. The results of this analysis indicate a system-wide increase in hazardous materials car-miles[1] of 1.9 percent. Attachment F-2 identifies the 247 rail line segments that would be subject to this increase.

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

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

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

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ATTACHMENT F-1

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

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ATTACHMENT F-1

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

Site ID	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: Between		Rail Line Segment Description: And		Length (mi.)	Data Used in Final EIS: Estimated Annual Carloads of Hazardous Material: Pre Acq.	Final EIS: Post Acq.	Final EIS: Change	Final EIS: Increase in Hazardous Materials	Final EIS: New Key Route	Final EIS: New Major Key Route	Data Used in Draft EIS: Estimated Annual Carloads of Hazardous Material: Pre Acq.	Draft EIS: Post Acq.	Draft EIS: Change	Draft EIS: Increase in Hazardous Materials	Draft EIS: New Key Route	Draft EIS: New Major Key Route	Change in Operation Meeting Criteria for Significance: No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
C-001	CR	CSX	Anacostia	DC	Virginia Ave	DC	3	21,000	26,000	24%	x			21,000	29,000	38%	x								
C-002	CR	CSX	Virginia Ave	DC	Potomac Yard	VA	6	20,000	26,000	30%	x			21,000	29,000	38%	x								
C-003	CSX	CSX	Washington	DC	Pt of Rocks	MD	43	11,000	12,000	9%	x			12,000	17,000	42%	x								
C-010	CSX	CSX	Barr Yd	IL	Blue Island Jct	IL	3	21,000	20,000	-5%				23,000	21,000	-9%									
C-011	CSX	CSX	Blue Island Jct	IL	59th Street	IL	15	0	3,000	1000%	x			0	7,000	1000%	x								
C-021	CSX	CSX	Evansville	IN	Amqui	TN	137	22,000	31,000	41%	x			24,000	47,000	96%	x								
C-023	CSX	CSX	Pine Jct	IN	Barr Yd	IL	11	20,000	20,000	0%				21,000	32,000	52%	x			X					
C-025	CSX	CSX	Vincennes	IN	Evansville	IN	53	20,000	28,000	40%	x			21,000	44,000	110%	x		x					X	
C-027	CSX	CSX	Willow Creek	IN	Pine Jct	IN	12	16,000	27,000	69%	x			17,000	40,000	135%	x		x					X	
C-030	CSX	CSX	Alexandria Jct	MD	Benning	DC	6	20,000	22,000	10%	x			21,000	26,000	24%	x								
C-031	CSX	CSX	Alexandria Jct	MD	Washington	DC	5	2,000	12,000	500%	x	x		3,000	17,000	467%	x	x							
C-032	CSX	CSX	Baltimore	MD	Relay	MD	7	13,000	15,000	15%	x			14,000	18,000	29%	x								
C-033	CSX	CSX	Cumberland	MD	Sinns	PA	133	15,000	11,000	-27%				16,000	18,000	13%	x			X					
C-034	CSX	CSX	Jessup	MD	Alexandria Jct	MD	17	9,000	19,000	111%	x	x		10,000	24,000	140%	x		x				X	X	
C-036	CSX	CSX	Pt of Rocks	MD	Harpers Ferry	WV	13	16,000	12,000	-25%				17,000	17,000	0%									
C-037	CSX	CSX	Relay	MD	Jessup	MD	7	9,000	17,000	89%	x	x		10,000	21,000	110%	x		x				X	X	
C-040	CSX	CSX	Carleton	MI	Toledo	OH	26	13,000	21,000	62%	x			14,000	31,000	121%	x		x					X	
C-051	CR	CSX	Chili	NY	Frontier	NY	51	33,000	40,000	21%	x			33,000	41,000	24%	x								
C-052	CR	CSX	CP Sycamore	NY	Black Rock	NY	6	20,000	17,000	-15%				7,000	20,000	186%	x	x	x	X		X		X	
C-053	CR	CSX	Hoffmans	NY	Utica	NY	66	33,000	40,000	21%	x			23,000	28,000	22%	x								
C-054	CR	CSX	Selkirk	NY	Hoffmans	NY	25	33,000	40,000	21%	x			34,000	41,000	21%	x								
C-060	CR	CSX	Ashtabula	OH	Quaker	OH	47	39,000	45,000	15%	x			39,000	48,000	23%	x								
C-061	CR	CSX	Berea	OH	Greenwich	OH	42	16,000	46,000	188%	x		x	16,000	51,000	219%	x		x						
C-063	CSX	CSX	Cincinnati	OH	Hamilton	OH	21	22,000	29,000	32%	x			23,000	43,000	87%	x								
C-065	CSX	CSX	Deshler	OH	Toledo	OH	36	0	14,000	1000%	x	x		10,000	28,000	180%	x		x				X	X	
C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	174	16,000	34,000	113%	x		x	17,000	50,000	194%	x		x						
C-067	CR	CSX	Greenwich	OH	Crestline	OH	21	16,000	16,000	0%				16,000	21,000	31%	x			X					
C-068	CSX	CSX	Greenwich	OH	Willard	OH	12	17,000	55,000	224%	x		x	18,000	69,000	283%	x		x						
C-069	CR	CSX	Marcy	OH	Short	OH	9	4,000	41,000	925%	x	x	x	5,000	44,000	780%	x	x	x						
C-070	CSX	CSX	Marion	OH	Fostoria	OH	40	3,000	23,000	667%	x	x	x	4,000	32,000	700%	x	x	x						
C-071	CR	CSX	Marion	OH	Ridgeway	OH	23	32,000	27,000	-16%				32,000	31,000	-3%									
C-072	CR	CSX	Mayfield	OH	Marcy	OH	6	0	41,000	1000%	x	x	x	0	44,000	1000%	x	x	x						
C-073	CR	CSX	Quaker	OH	Mayfield	OH	3	0	41,000	1000%	x	x	x	0	44,000	1000%	x	x	x						
C-074	CR	CSX	Short	OH	Berea	OH	4	4,000	39,000	875%	x	x	x	5,000	44,000	780%	x	x	x						
C-075	CSX	CSX	Willard	OH	Fostoria	OH	37	18,000	43,000	139%	x		x	18,000	54,000	200%	x		x						
C-080	CR	CSX	Field	PA	Belmont	PA	4	0	5,000	1000%	x			1,000	5,000	400%	x								
C-081	CSX	CSX	New Castle	PA	Youngstown	OH	18	16,000	16,000	0%				8,000	12,000	50%	x	x		X		X			
C-082	CSX	CSX	Rankin Jct	PA	New Castle	PA	51	16,000	12,000	-25%				17,000	20,000	18%	x			X					
C-084	CSX	CSX	RG	PA	Wilsmere	DE	26	11,000	16,000	45%	x			12,000	17,000	42%	x								
C-086	CSX	CSX	Sinns	PA	Rankin Jct	PA	9	15,000	11,000	-27%				16,000	18,000	13%	x			X					
C-090	CSX	CSX	Amqui	TN	Nashville	TN	16	34,000	47,000	38%	x			36,000	71,000	97%	x								
C-100	CSX	CSX	Doswell	VA	Fredericksburg	VA	37	21,000	22,000	5%	x			21,000	26,000	24%	x								
C-101	CSX	CSX	Fredericksburg	VA	Potomac Yard	VA	49	20,000	22,000	10%	x			21,000	26,000	24%	x								
C-102	CSX	CSX	Richmond	VA	Doswell	VA	24	21,000	22,000	5%	x			21,000	26,000	24%	x								
C-103	CSX	CSX	S. Richmond	VA	Weldon	NC	82	23,000	23,000	0%				24,000	30,000	25%	x			X					
C-200	CSX	CSX	Park Jct	PA	RG	PA	4	15,000	12,000	-20%				16,000	13,000	-19%									
C-201	CSX	CSX	Wilsmere	DE	Baltimore	MD	68	11,000	16,000	45%	x			12,000	18,000	50%	x								
C-202	CSX	CSX	Harpers Ferry	WV	Cherry Run	WV	32	16,000	12,000	-25%				17,000	18,000	6%	x			X					
C-203	CSX	CSX	Cherry Run	WV	Cumberland	MD	65	18,000	12,000	-33%				19,000	18,000	-5%									
C-204	CSX	CSX	Youngstown	OH	Sterling	OH	79	16,000	16,000	0%				17,000	28,000	65%	x			X					
C-205	CSX	CSX	Sterling	OH	Greenwich	OH	37	17,000	21,000	24%	x			18,000	35,000	94%	x								
C-206	CSX	CSX	Fostoria	OH	Deshler	OH	26	12,000	21,000	75%	x			12,000	26,000	117%	x		x					X	
C-212	CSX	CSX	Sterling	OH	Lester	OH	16	0	0	-				1,000	1,000	0%									
C-214	CSX	CSX	Detroit	MI	Plymouth	MI	25	8,000	7,000	-13%				8,000	13,000	63%	x	x		X		X			
C-215	CSX	CSX	Plymouth	MI	Grand Rapids	MI	124	5,000	0	-100%				5,000	2,000	-60%									

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

Site ID	Ownership: Pre Acq. (1995)	Ownership: Post Acq.	Rail Line Segment Description: Between		Rail Line Segment Description: And		Length (mi.)	Data Used in Final EIS: Estimated Annual Carloads of Hazardous Material: Pre Acq.	Data Used in Final EIS: Post Acq.	Data Used in Final EIS: Change	Data Used in Final EIS: Increase in Hazardous Materials	Data Used in Final EIS: New Key Route	Data Used in Final EIS: New Major Key Route	Data Used in Draft EIS: Estimated Annual Carloads of Hazardous Material: Pre Acq.	Data Used in Draft EIS: Post Acq.	Data Used in Draft EIS: Change	Data Used in Draft EIS: Increase in Hazardous Materials	Data Used in Draft EIS: New Key Route	Data Used in Draft EIS: New Major Key Route	Change in Operation Meeting Criteria for Significance: No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
C-218	CSX	CSX	Saginaw	MI	Flint	MI	29	3,000	5,000	67%	x			4,000	7,000	75%	x								
C-219	CSX	CSX	Flint	MI	Holly	MI	28	11,000	13,000	18%	x			12,000	21,000	75%	x								
C-220	CSX	CSX	Holly	MI	Wixom	MI	20	11,000	13,000	18%	x			12,000	21,000	75%	x								
C-221	CSX	CSX	Wixom	MI	Plymouth	MI	12	12,000	13,000	8%	x			12,000	21,000	75%	x								
C-222	CSX	CSX	Plymouth	MI	Wayne	MI	8	14,000	20,000	43%	x			14,000	21,000	50%	x								
C-223	CSX	CSX	Wayne	MI	Carleton	MI	15	14,000	20,000	43%	x			14,000	21,000	50%	x								
C-224	CSX	CSX	Hamilton	OH	Dayton	OH	34	20,000	22,000	10%	x			20,000	32,000	60%	x								
C-225	CSX	CSX	Dayton	OH	Sidney	OH	37	20,000	21,000	5%	x			20,000	31,000	55%	x								
C-226	CSX	CSX	Sidney	OH	Lima	OH	35	19,000	16,000	-16%				20,000	25,000	25%	x			X					
C-227	CSX	CSX	Lima	OH	Deshler	OH	33	20,000	16,000	-20%				21,000	27,000	29%	x			X					
C-228	CSX	CSX	Fostoria	OH	Toledo	OH	29	7,000	25,000	257%	x	x	x	7,000	29,000	314%	x	x	x						
C-229	CSX	CSX	Columbus	OH	Marion	OH	20	4,000	12,000	200%	x	x		5,000	12,000	140%	x	x							
C-230	CSX	CSX	NJ Cabin	KY	Columbus	OH	53	4,000	10,000	150%	x	x		0	0	-					X		X		
C-231	CSX	CSX	Cincinnati	OH	Columbus	OH	112	2,000	0	-100%				2,000	2,000	0%									
C-232	CSX	CSX	Hampton	VA	Rivanna Jct	VA	80	0	0	-				1,000	1,000	0%									
C-233	CSX	CSX	Rivanna Jct	VA	Clifton Forge	VA	229	2,000	2,000	0%				2,000	4,000	100%	x			X					
C-234	CSX	CSX	Clifton Forge	VA	St Albans	WV	195	3,000	4,000	33%	x			3,000	5,000	67%	x								
C-235	CSX	CSX	St Albans	WV	Barboursville	WV	29	6,000	6,000	0%				6,000	9,000	50%	x			X					
C-236	CSX	CSX	Barboursville	WV	Huntington	WV	10	6,000	6,000	0%				6,000	9,000	50%	x			X					
C-237	CSX	CSX	Huntington	WV	Kenova	WV	8	16,000	17,000	6%	x			16,000	20,000	25%	x								
C-238	CSX	CSX	Kenova	WV	Big Sandy Jct	WV	1	16,000	17,000	6%	x			16,000	20,000	25%	x								
C-239	CSX	CSX	Big Sandy Jct	KY	Ashland	KY	6	27,000	27,000	0%				27,000	31,000	15%	x			X					
C-240	CSX	CSX	Ashland	KY	Russell	KY	4	27,000	27,000	0%				27,000	30,000	11%	x			X					
C-241	CSX	CSX	Russell	KY	NJ Cabin	KY	19	23,000	24,000	4%	x			24,000	28,000	17%	x								
C-242	CSX	CSX	NJ Cabin	KY	Covington	KY	121	15,000	13,000	-13%				0	0	-									
C-243	CSX	CSX	Cumberland	MD	W Virginia C	WV	28	5,000	4,000	-20%				5,000	7,000	40%	x			X					
C-244	CSX	CSX	W Virginia C	WV	MK Jct	WV	46	5,000	4,000	-20%				0	0	-									
C-245	CSX	CSX	MK Jct	WV	Grafton	WV	26	5,000	4,000	-20%				5,000	7,000	40%	x			X					
C-246	CSX	CSX	Grafton	WV	Berkeley Jct	WV	2	5,000	3,000	-40%				5,000	7,000	40%	x			X					
C-247	CSX	CSX	Berkeley Jct	WV	Short Line Jct	WV	21	5,000	3,000	-40%				5,000	7,000	40%	x			X					
C-248	CSX	CSX	Brooklyn Jct	WV	Short Line Jct	WV	58	5,000	3,000	-40%				5,000	7,000	40%	x			X					
C-249	CSX	CSX	Parkersburg	WV	Brooklyn Jct	WV	55	12,000	8,000	-33%				12,000	15,000	25%	x			X					
C-250	CSX	CSX	Parkersburg	WV	Huntington	WV	119	12,000	10,000	-17%				12,000	20,000	67%	x			X					
C-254	CSX	CSX	Munster	IN	Monon	IN	62	1,000	3,000	200%	x			1,000	5,000	400%	x								
C-255	CSX	CSX	Monon	IN	Lafayette	IN	30	1,000	3,000	200%	x			1,000	5,000	400%	x								
C-256	CSX	CSX	Lafayette	IN	Crawfordsville	IN	29	1,000	3,000	200%	x			1,000	5,000	400%	x								
C-258	CSX	CSX	Hamilton	OH	Indianapolis	IN	99	1,000	6,000	500%	x			1,000	9,000	800%	x								
C-260	CSX	CSX	Mitchell	IN	Vincennes	IN	62	16,000	0	-100%				16,000	1,000	-94%									
C-261	CSX	CSX	Vincennes	IN	Salem	IL	79	17,000	5,000	-71%				17,000	8,000	-53%									
C-262	CSX	CSX	Salem	IL	E. St Louis	IL	68	13,000	5,000	-62%				13,000	8,000	-38%									
C-263	CSX	CSX	Dolton	IL	Danville	IL	106	17,000	19,000	12%	x			18,000	31,000	72%	x								
C-264	CSX	CSX	Danville	IL	Terre Haute	IN	57	18,000	19,000	6%	x			20,000	32,000	60%	x								
C-265	CSX	CSX	Terre Haute	IN	Vincennes	IN	54	18,000	22,000	22%	x			19,000	35,000	84%	x								
C-266	CSX	CSX	Nashville	TN	Decatur	AL	118	22,000	32,000	45%	x			0	0	-					X				
C-267	CSX	CSX	Decatur	AL	Black Creek	AL	89	22,000	32,000	45%	x			22,000	47,000	114%	x		x					X	
C-268	CSX	CSX	Black Crk	AL	Birmingham	AL	5	22,000	32,000	45%	x			22,000	47,000	114%	x		x					X	
C-269	CSX	CSX	Birmingham	AL	Parkwood	AL	12	28,000	40,000	43%	x			15,000	59,000	293%	x		x					X	
C-270	CSX	CSX	Parkwood	AL	Montgomery	AL	87	18,000	23,000	28%	x			5,000	39,000	680%	x	x	x			X		X	
C-271	CSX	CSX	Montgomery	AL	Flomaton	AL	110	32,000	46,000	44%	x			3,000	64,000	2033%	x	x	x			X		X	
C-272	CSX	CSX	Anchorage	KY	Winchester	KY	95	0	1,000	1000%	x			0	2,000	1000%	x								
C-275	CSX	CSX	N Hazard	KY	Lothair	KY	2	1,000	1,000	0%				15,000	21,000	40%	x			X					
C-287	CSX	CSX	Latonia	KY	Anchorage	KY	86	10,000	16,000	60%	x			11,000	24,000	118%	x		x					X	
C-288	CSX	CSX	Anchorage	KY	Louisville	KY	13	11,000	17,000	55%	x			12,000	26,000	117%	x		x					X	
C-289	CSX	CSX	Louisville	KY	Amqui	TN	173	11,000	15,000	36%	x			11,000	25,000	127%	x		x					X	
C-290	CSX	CSX	Cincinnati	OH	Covington	KY	6	33,000	37,000	12%	x			34,000	59,000	74%	x								

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

Site ID	Ownership		Rail Line Segment Description				Length (mi.)	Data Used in Final EIS						Data Used in Draft EIS						Change in Operation Meeting Criteria for Significance					
								Estimated Annual Carloads of Hazardous Material						Estimated Annual Carloads of Hazardous Material											
	Pre Acq. (1995)	Post Acq.	Between		And			Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
C-291	CSX	CSX	Covington	KY	Latonia	KY	1	18,000	24,000	33%	x			18,000	37,000	106%	x		x					X	
C-292	CSX	CSX	Latonia	KY	Winchester	KY	93	8,000	7,000	-13%				8,000	13,000	63%	x	x		X		X			
C-293	CSX	CSX	Winchester	KY	Sinks	KY	56	5,000	7,000	40%	x			5,000	12,000	140%	x	x				X			
C-294	CSX	CSX	Sinks	KY	Corbin	KY	35	5,000	7,000	40%	x			5,000	12,000	140%	x	x				X			
C-295	CSX	CSX	Corbin	KY	Cartersville	GA	263	5,000	7,000	40%	x			6,000	12,000	100%	x	x				X			
C-296	CSX	CSX	Cartersville	GA	Atlanta	GA	46	21,000	22,000	5%	x			22,000	33,000	50%	x								
C-297	CSX	CSX	Atlanta	GA	Manchester	GA	78	5,000	6,000	20%	x			6,000	9,000	50%	x								
C-298	CSX	CSX	Manchester	GA	Waycross	GA	203	13,000	20,000	54%	x			14,000	28,000	100%	x		x					X	
C-317	CSX	CSX	Louisville	KY	Long Branch	KY	18	2,000	1,000	-50%				2,000	2,000	0%									
C-318	CSX	CSX	Long Branch	KY	Skillman	KY	49	2,000	1,000	-50%				2,000	2,000	0%									
C-320	CSX	CSX	Big Sandy Jct	KY	Elkhorn City	KY	127	2,000	1,000	-50%				3,000	3,000	0%									
C-321	CSX	CSX	Elkhorn City	KY	Frisco	TN	89	2,000	1,000	-50%				3,000	3,000	0%									
C-322	CSX	CSX	Frisco	TN	Bostic	NC	157	8,000	5,000	-38%				8,000	8,000	0%									
C-323	CSX	CSX	Bostic	NC	Spartanburg	SC	32	8,000	0	-100%				8,000	9,000	13%	x			X					
C-324	CSX	CSX	Laurens	SC	Spartanburg	SC	38	5,000	1,000	-80%				5,000	6,000	20%	x			X					
C-330	CSX	CSX	Charlotte	NC	Bostic	NC	73	6,000	8,000	33%	x			7,000	8,000	14%	x								
C-331	CSX	CSX	Monroe	NC	Charlotte	NC	24	10,000	8,000	-20%				10,000	11,000	10%	x			X					
C-333	CSX	CSX	Greenwood	SC	Laurens	SC	28	5,000	1,000	-80%				6,000	6,000	0%									
C-334	CSX	CSX	Weldon	NC	Rocky Mt	NC	37	23,000	24,000	4%	x			24,000	31,000	29%	x								
C-335	CSX	CSX	Rocky Mt	NC	Contentnea	NC	19	17,000	21,000	24%	x			18,000	30,000	67%	x								
C-336	CSX	CSX	Contentnea	NC	Selma	NC	22	17,000	21,000	24%	x			18,000	32,000	78%	x								
C-337	CSX	CSX	Selma	NC	Fayetteville	NC	49	19,000	21,000	11%	x			20,000	32,000	60%	x								
C-338	CSX	CSX	Fayetteville	NC	Pembroke	NC	31	19,000	24,000	26%	x			20,000	33,000	65%	x								
C-339	CSX	CSX	Pembroke	NC	Dillon	SC	21	6,000	7,000	17%	x			7,000	11,000	57%	x	x				X			
C-340	CSX	CSX	Dillon	SC	Florence	SC	31	9,000	8,000	-11%				10,000	14,000	40%	x			X					
C-341	CSX	CSX	Florence	SC	Lane	SC	49	8,000	7,000	-13%				8,000	13,000	63%	x	x		X		X			
C-342	CSX	CSX	Lane	SC	St Stephen	SC	8	9,000	7,000	-22%				10,000	13,000	30%	x			X					
C-343	CSX	CSX	St Stephen	SC	Ashley Jct	SC	39	9,000	7,000	-22%				9,000	13,000	44%	x	x		X		X			
C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	54	8,000	10,000	25%	x	x		9,000	16,000	78%	x	x							
C-345	CSX	CSX	Yemassee	SC	Savannah	GA	47	7,000	6,000	-14%				8,000	13,000	63%	x	x		X		X			
C-346	CSX	CSX	Savannah	GA	Jesup	GA	52	9,000	9,000	0%				10,000	17,000	70%	x			X					
C-347	CSX	CSX	Jesup	GA	Waycross	GA	39	5,000	5,000	0%				6,000	10,000	67%	x	x		X		X			
C-348	CSX	CSX	Pembroke	NC	Wilmington	NC	81	14,000	13,000	-7%				14,000	18,000	29%	x			X					
C-349	CSX	CSX	Hamlet	NC	Pembroke	NC	34	26,000	25,000	-4%				27,000	39,000	44%	x			X					
C-350	CSX	CSX	Hamlet	NC	Monroe	NC	53	26,000	35,000	35%	x			26,000	60,000	131%	x		x					X	
C-351	CSX	CSX	Monroe	NC	Clinton	SC	92	14,000	27,000	93%	x			14,000	49,000	250%	x		x					X	
C-352	CSX	CSX	Clinton	SC	Greenwood	SC	28	16,000	27,000	69%	x			17,000	49,000	188%	x		x					X	
C-353	CSX	CSX	Greenwood	SC	Athens	GA	81	21,000	27,000	29%	x			21,000	51,000	143%	x		x					X	
C-354	CSX	CSX	Athens	GA	Atlanta	GA	69	22,000	27,000	23%	x			22,000	51,000	132%	x		x					X	
C-355	CSX	CSX	Atlanta	GA	Lagrange	GA	70	21,000	27,000	29%	x			3,000	48,000	1500%	x	x	x			X		X	
C-356	CSX	CSX	Lagrange	GA	Montgomery	AL	100	22,000	24,000	9%	x			2,000	43,000	2050%	x	x	x			X		X	
C-357	CSX	CSX	Hamlet	NC	Mcbee	SC	50	4,000	6,000	50%	x			4,000	12,000	200%	x	x				X			
C-358	CSX	CSX	Mcbee	SC	Columbia	SC	108	4,000	6,000	50%	x			5,000	12,000	140%	x	x				X			
C-359	CSX	CSX	Columbia	SC	Fairfax	SC	76	6,000	6,000	0%				6,000	12,000	100%	x	x		X		X			
C-360	CSX	CSX	Fairfax	SC	Savannah	GA	62	5,000	4,000	-20%				5,000	6,000	20%	x			X					
C-361	CSX	CSX	Hamlet	NC	Dillon	SC	42	4,000	2,000	-50%				5,000	9,000	80%	x			X					
C-362	CSX	CSX	Dillon	SC	Andrews	SC	74	1,000	0	-100%				1,000	2,000	100%	x			X					
C-365	CSX	CSX	Remount	SC	Charleston	SC	10	4,000	4,000	0%				4,000	5,000	25%	x			X					
C-366	CSX	CSX	Camak	GA	Atlanta	GA	126	3,000	2,000	-33%				3,000	5,000	67%	x			X					
C-367	CSX	CSX	Augusta	GA	Camak	GA	48	3,000	2,000	-33%				3,000	5,000	67%	x			X					
C-368	CSX	CSX	Robbins	SC	Augusta	GA	28	6,000	4,000	-33%				6,000	6,000	0%									
C-369	CSX	CSX	Fairfax	SC	Robbins	SC	29	6,000	4,000	-33%				6,000	6,000	0%									
C-370	CSX	CSX	Yemassee	SC	Fairfax	SC	31	0	0	-				1,000	1,000	0%									
C-371	CSX	CSX	Mckenzie	TN	Memphis	TN	116	6,000	5,000	-17%				7,000	9,000	29%	x			X					
C-372	CSX	CSX	Nashville	TN	Mckenzie	TN	117	7,000	6,000	-14%				1,000	1,000	0%									

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

Site ID	Ownership		Rail Line Segment Description				Length (mi.)	Data Used in Final EIS						Data Used in Draft EIS						Change in Operation Meeting Criteria for Significance					
								Estimated Annual Carloads of Hazardous Material						Estimated Annual Carloads of Hazardous Material											
	Pre Acq. (1995)	Post Acq.	Between		And			Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
C-373	CSX	CSX	Nashville	TN	Stevenson	AL	113	11,000	10,000	-9%				22,000	47,000	114%	x		x	X				X	
C-374	CSX	CSX	Stevenson	AL	Chattanooga	TN	39	11,000	10,000	-9%				12,000	16,000	33%	x			X					
C-375	CSX	CSX	Chattanooga	TN	Cartersville	GA	87	11,000	10,000	-9%				12,000	16,000	33%	x			X					
C-376	CSX	CSX	Lagrange	GA	Parkwood	AL	142	8,000	17,000	113%	x	x		9,000	20,000	122%	x	x	x					X	
C-377	CSX	CSX	Manchester	GA	Lagrange	GA	45	7,000	14,000	100%	x	x		8,000	17,000	113%	x	x							
C-378	CSX	CSX	Waycross	GA	Thomasville	GA	105	3,000	2,000	-33%				3,000	9,000	200%	x			X					
C-380	CSX	CSX	Thomasville	GA	Montgomery	AL	210	2,000	3,000	50%	x			2,000	10,000	400%	x	x				X			
C-381	CSX	CSX	Jesup	GA	Folkston	GA	54	2,000	2,000	0%				3,000	2,000	-33%									
C-382	CSX	CSX	Jacksonville	FL	Baldwin	FL	18	4,000	0	-100%				5,000	0	-100%									
C-383	CSX	CSX	Baldwin	FL	Chattahoochee	FL	189	21,000	17,000	-19%				22,000	24,000	9%	x			X					
C-384	CSX	CSX	Chattahoochee	FL	Pensacola	FL	161	17,000	16,000	-6%				18,000	24,000	33%	x			X					
C-385	CSX	CSX	Pensacola	FL	Flomaton	AL	43	26,000	22,000	-15%				26,000	33,000	27%	x			X					
C-386	CSX	CSX	Flomaton	AL	Mobile	AL	59	45,000	61,000	36%	x			46,000	96,000	109%	x		x					X	
C-387	CSX	CSX	Mobile	AL	New Orleans	LA	143	45,000	54,000	20%	x			44,000	88,000	100%	x		x					X	
C-388	CSX	CSX	Waycross	GA	Folkston	GA	35	29,000	23,000	-21%				30,000	36,000	20%	x			X					
C-389	CSX	CSX	Folkston	GA	Callahan	FL	22	32,000	25,000	-22%				33,000	37,000	12%	x			X					
C-390	CSX	CSX	Callahan	FL	Baldwin	FL	21	25,000	18,000	-28%				25,000	28,000	12%	x			X					
C-391	CSX	CSX	Baldwin	FL	Starke	FL	26	27,000	27,000	0%				28,000	29,000	4%	x			X					
C-392	CSX	CSX	Starke	FL	Vitis	FL	126	27,000	27,000	0%				28,000	29,000	4%	x			X					
C-394	CSX	CSX	Plant City	FL	Uceta Yard	FL	17	7,000	7,000	0%				8,000	8,000	0%									
C-395	CSX	CSX	Callahan	FL	Jacksonville	FL	16	8,000	8,000	0%				9,000	9,000	0%									
C-402	CSX	CSX	Lakeland	FL	Winston	FL	4	16,000	16,000	0%				16,000	17,000	6%	x			X					
C-403	CSX	CSX	Winston	FL	Plant City	FL	5	9,000	9,000	0%				9,000	10,000	11%	x	x		X		X			
C-417	CSX	CSX	Blue Island Jct	IL	Clearing	IL	15	4,000	5,000	25%	x			5,000	8,000	60%	x								
C-418	CSX	CSX	Joliet	IL	Ottawa	IL	45	14,000	14,000	0%				15,000	16,000	7%	x			X					
C-424	CSX	CSX	Waverly	MI	Grand Haven	MI	20	0	0	-				0	1,000	1000%	x			X					
C-425	CSX	CSX	Grand Haven	MI	Muskegon	MI	13	0	0	-				0	1,000	1000%	x			X					
C-432	CSX	CSX	Port Huron	MI	Belle River	MI	15	7,000	7,000	0%				8,000	8,000	0%									
C-434	CSX	CSX	Chatham	ON	Fargo	ON	7	7,000	7,000	0%				7,000	8,000	14%	x			X					
C-435	CSX	CSX	Chatham	ON	Sarnia	ON	53	6,000	6,000	0%				6,000	7,000	17%	x			X					
C-438	CSX	CSX	Newark	OH	Columbus	OH	35	0	0	-				12,000	16,000	33%	x			X					
C-440	CSX	CSX	S. Richmond	VA	Bellwood	VA	8	1,000	1,000	0%				2,000	2,000	0%									
C-444	CSX	CSX	Weldon	NC	Franklin	VA	41	1,000	1,000	0%				1,000	2,000	100%	x			X					
C-446	CSX	CSX	Rocky Mt	NC	Parmele	NC	32	13,000	13,000	0%				13,000	14,000	8%	x			X					
C-448	CSX	CSX	Parmele	NC	Elmer	NC	38	13,000	13,000	0%				13,000	14,000	8%	x			X					
C-454	CSX	CSX	Waycross	GA	Brunswick	GA	63	1,000	1,000	0%				2,000	2,000	0%									
C-469	CSX	CSX	Montgomery	AL	Western Jct	AL	51	0	0	-				0	1,000	1000%	x			X					
C-474	CSX	CSX	Bainbridge	GA	Tallahassee	FL	43	6,000	6,000	0%				6,000	7,000	17%	x			X					
C-502	CSX	CSX	Selma	AL	Myrtlewood	AL	61	0	0	-				1,000	1,000	0%									
C-517	CSX	CSX	Mitchell	IN	Louisville	KY	67	6,000	1,000	-83%				6,000	2,000	-67%									
C-518	CSX	CSX	Long Branch	KY	Doe Run	KY	1	2,000	2,000	0%				3,000	3,000	0%									
C-525	CSX	CSX	W Marietta	OH	Relief	OH	27	0	0	-				5,000	7,000	40%	x			X					
C-546	CSX	CSX	Sproul	WV	Madison	WV	22	0	0	-				1,000	1,000	0%									
C-617	CSX	CSX	N Hazard	KY	Duane	KY	4	0	0	-				5,000	10,000	100%	x	x		X		X			
C-621	CSX	CSX	Newberry	FL	Dunnellon	FL	47	0	0	-				17,000	28,000	65%	x			X					
C-623	CSX	CSX	Vitis	FL	Lakeland	FL	19	21,000	21,000	0%				21,000	22,000	5%	x			X					
C-629	CSX	CSX	Winston	FL	Mulberry	FL	12	19,000	19,000	0%				20,000	21,000	5%	x			X					
C-632	CSX	CSX	Achan	FL	Green Bay	FL	4	10,000	10,000	0%				10,000	11,000	10%	x			X					
C-634	CSX	CSX	Agricola	FL	Green Bay	FL	4	2,000	2,000	0%				3,000	3,000	0%									
C-635	CSX	CSX	Yeoman Yard	FL	Sutton	FL	5	0	0	-				1,000	1,000	0%									
C-651	CSX	CSX	Agricola	FL	Rockland Jct	FL	8	2,000	2,000	0%				3,000	3,000	0%									
C-657	CR	CSX	Columbus	OH	Hocking	OH	1	0	0	-				1,000	1,000	0%									
C-659	CR	CSX	Crestline	OH	Galion	OH	3	50,000	16,000	-68%				50,000	21,000	-58%									
C-660	CR	CSX	Galion	OH	Marion	OH	23	32,000	16,000	-50%				32,000	21,000	-34%									
C-661	CR	CSX	Ridgeway	OH	Sidney	OH	38	44,000	27,000	-39%				43,000	33,000	-23%									

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Site ID	Ownership		Rail Line Segment Description				Length (mi.)	Data Used in Final EIS: Estimated Annual Carloads of Hazardous Material						Data Used in Draft EIS: Estimated Annual Carloads of Hazardous Material						Change in Operation Meeting Criteria for Significance					
	Pre Acq. (1995)	Post Acq.	Between		And			Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
C-662	CR	CSX	Sidney	OH	So. Anderson	IN	86	44,000	22,000	-50%				43,000	25,000	-42%									
C-663	CR	CSX	So. Anderson	IN	Indianapolis	IN	35	52,000	22,000	-58%				52,000	25,000	-52%									
C-664	CR	CSX	Indianapolis	IN	Avon	IN	13	52,000	29,000	-44%				52,000	35,000	-33%									
C-665	CR	CSX	Avon	IN	Greencastle	IN	28	54,000	23,000	-57%				54,000	28,000	-48%									
C-666	CR	CSX	Greencastle	IN	Terre Haute	IN	32	54,000	23,000	-57%				54,000	28,000	-48%									
C-667	CR	CSX	Terre Haute	IN	Effingham	IL	69	50,000	22,000	-56%				50,000	27,000	-46%									
C-668	CR	CSX	Effingham	IL	St Elmo	IL	14	44,000	20,000	-55%				44,000	24,000	-45%									
C-669	CR	CSX	St Elmo	IL	E St Louis	IL	83	27,000	4,000	-85%				27,000	6,000	-78%									
C-676	CR	CSX	Avon	IN	Clermont	IN	4	0	3,000	1000%	x			0	6,000	1000%	x								
C-677	CR	CSX	Clermont	IN	Crawfordsville	IN	34	0	3,000	1000%	x			0	6,000	1000%	x								
C-681	CR	CSX	Dunkirk	OH	Ridgeway	OH	21	4,000	0	-100%				5,000	0	-100%									
C-682	CR	CSX	Ridgeway	OH	Marysville	OH	22	14,000	0	-100%				14,000	1,000	-93%									
C-683	CR	CSX	Marysville	OH	Darby	OH	19	14,000	0	-100%				14,000	1,000	-93%									
C-684	CR	CSX	Darby	OH	Mounds	OH	3	0	0	-				0	1,000	1000%	x			X					
C-685	CR	CSX	Mounds	OH	Scioto	OH	6	0	0	-				0	1,000	1000%	x			X					
C-687	CR	CSX	Buffalo	NY	Draw	NY	2	40,000	44,000	10%	x			40,000	46,000	15%	x								
C-688	CR	CSX	Draw	NY	Buff Crk Jct	NY	1	40,000	44,000	10%	x			40,000	46,000	15%	x								
C-689	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	3	43,000	47,000	9%	x			43,000	49,000	14%	x								
C-690	CR	CSX	Buff Seneca	NY	Ashtabula	OH	123	40,000	44,000	10%	x			40,000	46,000	15%	x								
C-693	CR	CSX	Willow Creek	IN	Ivanhoe	IN	13	4,000	5,000	25%	x			4,000	10,000	150%	x	x				X			
C-695	CR	CSX	CP Maumee	OH	Oak	OH	1	13,000	0	-100%				6,000	20,000	233%	x	x	x	X		X		X	
C-720	CR	CSX	Boston Beacon Pa	MA	Framingham	MA	18	4,000	4,000	0%				4,000	5,000	25%	x			X					
C-721	CR	CSX	Framingham	MA	Westboro	MA	12	8,000	9,000	13%	x			9,000	9,000	0%					X				
C-722	CR	CSX	Westboro	MA	Worcester	MA	11	8,000	9,000	13%	x			9,000	9,000	0%					X				
C-723	CR	CSX	Worcester	MA	Palmer	MA	39	10,000	10,000	0%				10,000	11,000	10%	x			X					
C-725	CR	CSX	Springfield	MA	Westfield	MA	11	15,000	15,000	0%				15,000	16,000	7%	x			X					
C-726	CR	CSX	Westfield	MA	Selkirk	NY	85	12,000	10,000	-17%				13,000	14,000	8%	x			X					
C-735	CR	CSX	Utica	NY	Syracuse	NY	51	37,000	40,000	8%	x			48,000	59,000	23%	x								
C-736	CR	CSX	Syracuse	NY	Syracuse Jct	NY	6	31,000	40,000	29%	x			31,000	42,000	35%	x								
C-737	CR	CSX	Syracuse Jct	NY	Solvay	NY	2	31,000	39,000	26%	x			31,000	40,000	29%	x								
C-738	CR	CSX	Solvay	NY	Lyons	NY	42	32,000	39,000	22%	x			32,000	40,000	25%	x								
C-739	CR	CSX	Lyons	NY	Fairport	NY	23	32,000	39,000	22%	x			32,000	40,000	25%	x								
C-740	CR	CSX	Fairport	NY	Rochester	NY	11	29,000	36,000	24%	x			30,000	38,000	27%	x								
C-741	CR	CSX	Rochester	NY	Chili	NY	13	30,000	38,000	27%	x			31,000	39,000	26%	x								
C-742	CR	CSX	Frontier	NY	Buffalo	NY	4	43,000	44,000	2%	x			44,000	52,000	18%	x								
C-745	CR	CSX	CP 59	NY	CP 22	NY	12	0	0	-				13,000	0	-100%									
C-748	CR	CSX	Black Rock	NY	Niagara Falls	NY	21	20,000	17,000	-15%				20,000	22,000	10%	x			X					
C-749	CR	CSX	Fairport	NY	Genesee Jct	NY	14	1,000	1,000	0%				1,000	2,000	100%	x			X					
C-750	CR	CSX	Genesee Jct	NY	Chili	NY	7	1,000	1,000	0%				1,000	2,000	100%	x			X					
C-751	CR	CSX	Syracuse	NY	Woodard	NY	4	7,000	7,000	0%				7,000	8,000	14%	x			X					
C-752	CR	CSX	Woodard	NY	Philadelphia	NY	84	8,000	8,000	0%				8,000	9,000	13%	x			X					
C-758	CR	CSX	Ridgefield Heights	NJ	Newburgh	NY	45	21,000	29,000	38%	x			21,000	31,000	48%	x								
C-759	CR	CSX	Newburgh	NY	Selkirk	NY	80	21,000	29,000	38%	x			21,000	31,000	48%	x								
C-764	CR	CSX	Park Jct	PA	Belmont	PA	1	22,000	33,000	50%	x			22,000	35,000	59%	x								
C-765	CR	CSX	Belmont	PA	West Falls	PA	1	23,000	36,000	57%	x			23,000	37,000	61%	x								
C-766	CR	CSX	West Falls	PA	CP Newtown Jct	PA	4	5,000	19,000	280%	x	x		5,000	20,000	300%	x	x	x					X	
C-767	CR	CSX	CP Newtown Jct	PA	CP Wood	PA	21	6,000	19,000	217%	x	x		20,000	19,000	-5%					X		X		
C-768	CR	CSX	CP Wood	PA	Trenton	NJ	6	6,000	18,000	200%	x	x		0	0	-					X		X		
C-769	CR	CSX	Trenton	NJ	Port Reading	NJ	25	7,000	18,000	157%	x	x		7,000	20,000	186%	x	x	x					X	
N-040	NS	NS	Alexandria	IN	Muncie	IN	16	0	16,000	1000%	x	x		2,000	6,000	200%	x						X		
N-315	NS	NS	Alexandria	VA	Manassas	VA	22	2,000	6,000	200%	x			0	16,000	1000%	x	x				X			
S-010	AMTK	AMTK	Baltimore	MD	Bowie	MD	29	0	4,000	1000%	x			0	3,000	1000%	x								
S-011	AMTK	AMTK	Bowie	MD	Landover	MD	8	0	4,000	1000%	x			0	3,000	1000%	x								
S-209	CR	SHARED	Delray	MI	Trenton	MI	10	2,000	3,000	50%	x			3,000	3,000	0%					X				
S-211	CR	SHARED	Nave	NJ	N Bergen	NJ	6	7,000	0	-100%				7,000	20,000	186%	x	x	x	X		X		X	

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								Estimated Annual Carloads of Hazardous Material						Estimated Annual Carloads of Hazardous Material											
	Pre Acq. (1995)	Post Acq.	Between		And			Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	Pre Acq.	Post Acq.	Change	Increase in Hazardous Materials	New Key Route	New Major Key Route	No Longer an Incr. in HazMat	New Increase in HazMat	No Longer a New Key Route	Added New Key Route	No Longer a Major Key Route	New Major Key Route
S-212	CR	SHARED	N Bergen	NJ	Ridgefield Hts	NJ	6	21,000	29,000	38%	x			21,000	31,000	48%	x								
S-218	CR	SHARED	PD	NJ	Wood	NJ	3	0	2,000	1000%	x			1,000	2,000	100%	x								
S-220	CR	SHARED	Nave	NJ	CP Green	NJ	4	14,000	24,000	71%	x			14,000	27,000	93%	x								
S-221	CR	SHARED	Nave	NJ	Croxton	NJ	2	14,000	24,000	71%	x			14,000	25,000	79%	x								
S-222	CR	SHARED	Green	NJ	Oak Island	NJ	1	14,000	25,000	79%	x			14,000	26,000	86%	x								
S-223	CR	SHARED	Hack	NJ	Croxton	NJ	1	2,000	5,000	150%	x			3,000	5,000	67%	x								
S-224	CR	SHARED	Croxton	NJ	North Bergen	NJ	3	17,000	23,000	35%	x			17,000	20,000	18%	x								
S-229	CR	SHARED	Pt Reading Jct	NJ	Port Reading	NJ	16	4,000	5,000	25%	x			5,000	4,000	-20%					X				
S-230	CR	SHARED	NK	NJ	Boundbrook	NJ	22	25,000	30,000	20%	x			26,000	31,000	19%	x								
S-234	CR	SHARED	Eastwick	PA	Lester	PA	6	10,000	10,000	0%				10,000	11,000	10%	x			X					
S-235	CR	SHARED	Woodbury	NJ	Paulsboro	NJ	6	11,000	11,000	0%				11,000	12,000	9%	x			X					
S-237	CR	SHARED	Cooper	NJ	Woodbury	NJ	9	11,000	11,000	0%				12,000	12,000	0%									

ATTACHMENT F-2

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

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

Site ID	Ownership		Rail Line Segment Description (247 Segments Total)				Length (mi.)	Passenger & Freight Train Data — Pre Acquisition				Freight Rail Data — Annual Million Gross Tons Transported			Freight Rail Data — Estimated Annual Carloads of Hazardous Material			128	247	46	19
	Pre Acq.	Post Acq.	Between		And			Psgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Current Key Route Segments	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-267	CSX	CSX	Decatur	AL	Black Creek	AL	89	0.0	22.5	23.8	1.3	38.4	59.5	55%	22,000	32,000	45%	X	X		
C-268	CSX	CSX	Black Crk	AL	Birmingham	AL	5	0.0	33.7	31.0	-2.7	48.9	67.2	37%	22,000	32,000	45%	X	X		
C-269	CSX	CSX	Birmingham	AL	Parkwood	AL	12	0.0	32.8	30.7	-2.1	48.8	67.2	38%	28,000	40,000	43%	X	X		
C-270	CSX	CSX	Parkwood	AL	Montgomery	AL	87	0.0	14.1	14.3	0.2	23.1	28.5	23%	18,000	23,000	28%	X	X		
C-271	CSX	CSX	Montgomery	AL	Flomaton	AL	110	0.0	16.1	18.0	1.9	23.1	33.7	46%	32,000	46,000	44%	X	X		
C-386	CSX	CSX	Flomaton	AL	Mobile	AL	59	0.8	25.1	25.8	0.7	38.4	47.6	24%	45,000	61,000	36%	X	X		
N-001	NS	NS	Attalla	AL	Norris Yard	AL	48	0.0	7.4	12.5	5.1	21.9	25.2	15%	10,000	14,000	40%	X	X		
N-412	NS	NS	Demopolis	AL	Marion Jct	AL	38	0.0	2.0	2.0	0.0	1.5	1.5	0%	0	1,000	--(a)		X		
N-337	NS	NS	Norris Yd	AL	Austell	GA	142	2.0	19.1	14.5	-4.6	37.7	33.6	-11%	32,000	41,000	28%	X	X		
C-387	CSX	CSX	Mobile	AL	New Orleans	LA	143	0.8	20.6	22.7	2.1	23.4	34.6	48%	45,000	54,000	20%	X	X		
N-343	NS	NS	Burstal	AL	Meridian	MS	140	2.0	16.2	16.2	0.0	31.7	36.0	14%	33,000	34,000	3%	X	X		
N-397	NS	NS	Wilson	AL	Memphis	TN	144	0.0	14.8	16.5	1.7	33.4	36.7	10%	19,000	20,000	5%	X	X		
			AL Total				1,017														
C-001	CR	CSX	Anacostia	DC	Virginia Ave	DC	3	0.0	19.3	28.6	9.3	40.3	45.2	12%	21,000	26,000	24%		X		
C-003	CSX	CSX	Washington	DC	Pt of Rocks	MD	43	20.0	23.8	30.8	7.0	37.8	56.0	48%	11,000	12,000	9%	X	X		
C-002	CR	CSX	Virginia Ave	DC	Potomac Yard	VA	6	44.5	17.9	28.6	10.7	40.3	47.7	18%	20,000	26,000	30%		X		
			DC Total				52														
N-010	CR	NS	Bell	DE	Edgemoor	DE	1	0.0	5.0	11.8	6.8	5.1	13.5	165%	4,000	6,000	50%		X		
C-201	CSX	CSX	Wilsmere	DE	Baltimore	MD	68	0.0	26.9	26.8	-0.1	44.0	50.4	14%	11,000	16,000	45%		X		
S-001	MT	AMTK	Davis	DE	Perryville	MD	21	73.0	4.5	12.4	7.9	25.8	44.8	74%	15,000	17,000	13%		X		
			DE Total				90														
C-356	CSX	CSX	Lagrange	GA	Montgomery	AL	100	0.0	11.9	11.2	-0.7	17.3	18.6	7%	22,000	24,000	9%	X	X		
C-376	CSX	CSX	Lagrange	GA	Parkwood	AL	142	0.0	13.5	13.5	0.0	24.1	29.1	21%	8,000	17,000	113%		X	X	
C-380	CSX	CSX	Thomasville	GA	Montgomery	AL	210	0.0	7.9	6.2	-1.7	10.6	10.5	0%	2,000	3,000	50%		X		
N-379	NS	NS	Valdosta	GA	Occidental	FL	42	0.0	5.4	3.8	-1.6	6.7	6.6	-1%	22,000	23,000	5%	X	X		
C-296	CSX	CSX	Cartersville	GA	Atlanta	GA	46	0.0	39.4	38.3	-1.1	81.8	79.3	-3%	21,000	22,000	5%	X	X		
C-297	CSX	CSX	Atlanta	GA	Manchester	GA	78	0.0	19.2	16.6	-2.6	35.3	34.2	-3%	5,000	6,000	20%		X		
C-298	CSX	CSX	Manchester	GA	Waycross	GA	203	0.0	27.9	26.0	-1.9	52.6	57.3	9%	13,000	20,000	54%	X	X		
C-354	CSX	CSX	Athens	GA	Atlanta	GA	69	0.0	18.7	21.0	2.3	32.9	37.5	14%	22,000	27,000	23%	X	X		
C-355	CSX	CSX	Atlanta	GA	Lagrange	GA	70	0.0	15.3	16.5	1.2	23.0	25.3	10%	21,000	27,000	29%	X	X		
C-377	CSX	CSX	Manchester	GA	Lagrange	GA	45	0.0	12.0	11.6	-0.4	20.5	22.8	11%	7,000	14,000	100%		X	X	
N-020	NS	NS	Howell	GA	Spring	GA	1	0.0	33.3	40.4	7.1	67.5	81.4	21%	32,000	40,000	25%	X	X		
N-022	NS	NS	Spring	GA	Scherer Coal	GA	65	0.0	27.2	32.9	5.7	60.8	67.7	11%	31,000	39,000	26%	X	X		
N-331	NS	NS	Cohutta	GA	Austell	GA	108	0.0	32.8	36.5	3.7	66.4	71.0	7%	17,000	20,000	18%	X	X		
N-332	NS	NS	Austell	GA	Howell	GA	16	2.0	49.7	50.4	0.7	97.7	101.4	4%	48,000	63,000	31%	X	X		
N-333	NS	NS	Scherer Coal	GA	Macon Jct	GA	20	0.0	21.9	27.4	5.5	42.7	50.6	19%	31,000	39,000	26%	X	X		
N-334	NS	NS	Macon Jct	GA	Brosnan Yd	GA	2	0.0	37.0	40.0	3.0	72.6	75.0	3%	34,000	47,000	38%		X		
N-335	NS	NS	C of G Jct	GA	Langdale Yd	GA	146	0.0	15.3	16.5	1.2	24.2	27.1	12%	26,000	27,000	4%	X	X		
			GA Total				1,363														
C-011	CSX	CSX	Blue Island Jct	IL	59th Street	IL	15	0.0	19.5	22.9	3.4	27.0	37.0	37%	0	3,000	--(a)		X		
C-263	CSX	CSX	Dolton	IL	Danville	IL	106	0.0	20.2	21.6	1.4	31.3	40.3	29%	17,000	19,000	12%	X	X		
C-417	CSX	CSX	Blue Island Jct	IL	Clearing	IL	15	0.0	17.0	17.4	0.4	35.2	36.9	5%	4,000	5,000	25%	X	X		
C-476	CSX	CSX	Chrisman	IL	Decatur	IL	69	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%		X		
N-033	NS	NS	Tilton	IL	Decatur	IL	71	0.0	22.7	39.0	16.3	29.2	47.9	64%	10,000	17,000	70%	X	X		
N-312	CR	NS	Kankakee	IL	Streator	IL	49	0.0	4.9	5.0	0.1	8.3	9.2	11%	1,000	3,000	200%		X		
N-490	NS	NS	Gibson City	IL	Bement	IL	41	0.0	5.4	7.0	1.6	11.0	16.4	49%	4,000	7,000	75%		X		
N-492	NS	NS	Decatur	IL	Taylorville	IL	30	0.0	9.7	16.7	7.0	16.0	19.9	24%	6,000	7,000	17%		X		
N-499	NS	NS	Calumet	IL	Landers	IL	8	0.0	23.2	18.0	-5.2	32.7	0.4	-99%	15,000	20,000	33%		X		
C-264	CSX	CSX	Danville	IL	Terre Haute	IN	57	0.0	22.6	23.9	1.3	40.3	51.6	28%	18,000	19,000	6%	X	X		
N-477	NS	NS	Decatur	IL	Moberly	MO	209	0.0	10.8	17.3	6.5	15.9	28.1	77%	3,000	7,000	133%		X		
			IL Total				670														
C-475	CSX	CSX	Hillsdale	IN	Chrisman	IL	16	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%		X		
N-045	NS	NS	Lafayette Jct	IN	Tilton	IL	49	0.0	23.6	41.0	17.4	29.8	53.6	80%	10,000	46,000	360%	X	X		X
C-025	CSX	CSX	Vincennes	IN	Evansville	IN	53	0.0	22.3	30.8	8.5	44.7	78.4	75%	20,000	28,000	40%	X	X		
C-027	CSX	CSX	Willow Creek	IN	Pine Jct	IN	12	2.0	20.1	34.6	14.5	34.2	66.3	94%	16,000	27,000	69%	X	X		
C-254	CSX	CSX	Munster	IN	Monon	IN	62	1.4	2.5	2.5	0.0	3.0	3.5	19%	1,000	3,000	200%		X		
C-255	CSX	CSX	Monon	IN	Lafayette	IN	30	1.4	3.0	3.0	0.0	3.8	4.7	25%	1,000	3,000	200%		X		
C-256	CSX	CSX	Lafayette	IN	Crawfordsville	IN	29	1.4	7.6	7.6	0.0	8.9	9.5	7%	1,000	3,000	200%		X		
C-265	CSX	CSX	Terre Haute	IN	Vincennes	IN	54	0.0	22.6	28.5	5.9	40.3	62.8	56%	18,000	22,000	22%	X	X		
C-676	CR	CSX	Avon	IN	Clermont	IN	4	1.4	8.8	8.9	0.1	12.3	13.1	6%	0	3,000	--(a)		X		
C-677	CR	CSX	Clermont	IN	Crawfordsville	IN	34	1.4	7.4	7.5	0.1	11.8	12.0	1%	0	3,000	--(a)		X		
C-693	CR	CSX	Willow Creek	IN	Ivanhoe	IN	13	0.0	9.6	13.4	3.8	21.3	26.5	24%	4,000	5,000	25%		X		
N-040	NS	NS	Alexandria	IN	Muncie	IN	16	0.0	2.6	11.8	9.2	5.6	26.3	370%	0	16,000	--(a)		X	X	
N-041	NS	NS	Butler	IN	Ft Wayne	IN	28	0.0	13.6	27.3	13.7	16.8	33.4	99%	5,000	28,000	460%		X	X	X
N-044	NS	NS	Ft Wayne	IN	Peru	IN	53	0.0	19.0	34.9	15.9	23.3	46.7	100%	11,000	47,000	327%	X	X		X
N-046	NS	NS	Peru	IN	Lafayette Jct	IN	53	0.0	18.4	40.2	21.8	23.9	50.8	113%	11,000	47,000	327%	X	X		X
N-305	CR	NS	Goshen	IN	Alexandria	IN	99	0.0	4.7	6.8	2.1	13.5	19.9	47%	12,000	16,000	33%		X		
N-485	NS	NS	Muncie	IN	Ivorydale	OH	106	0.0	20.6	20.5	-0.1	34.4	40.9	19%	15,000	24,000	60%	X	X		
C-021	CSX	CSX	Evansville	IN	Amqui	TN	137	0.0	23.4	32.7	9.3	48.3	73.8	53%	22,000	31,000	41%	X	X		
			IN Total				848														
C-295	CSX	CSX	Corbin	KY	Cartersville	GA	263	0.0	27.3	26.1	-1.2	53.7	52.7	-2%	5,000	7,000	40%		X		
C-241	CSX	CSX	Russell	KY	NJ Cabin	KY	19	0.9	20.8	18.8	-2.0	67.3	68.4	2%	23,000	24,000	4%	X	X		
C-272	CSX	CSX	Anchorage	KY	Winchester	KY	95	0.0	2.6	3.3	0.7	3.3	4.6	39%	0	1,000	--(a)		X		
C-287	CSX	CSX	Latonia	KY	Anchorage	KY	86	0.0	15.0	10.7	-4.3	31.0	27.0	-13%	10,000	16,000	60%	X	X		
C-288	CSX	CSX	Anchorage	KY	Louisville	KY	13	0.0	20.6	16.3	-4.3	35.3	34.6	-2%	11,000	17,000	55%	X	X		
C-291	CSX	CSX	Covington	KY	Latonia	KY	1	0.0	30.3	26.9	-3.4	57.4	58.9	3%	18,000	24,000	33%	X	X		
C-293	CSX	CSX	Winchester	KY	Sinks	KY	56	0.0	24.6	23.3	-1.3	40.2	41.8	4%	5,000	7,000	40%		X		

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

	Ownership		Rail Line Segment Description (247 Segments Total)					Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data						
								Pre Acquisition				Annual Million Gross Tons Transported			Estimated Annual Carloads of Hazardous Material			128	247	46	19
Site ID	Pre Acq.	Post Acq.	Between		And		Length (mi.)	Psgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Current Key Route Segments	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-294	CSX	CSX	Sinks	KY	Corbin	KY	35	0.0	22.9	21.6	-1.3	40.6	41.4	2%	5,000	7,000	40%		X		
N-415	NS	NS	Louisville	KY	SJ Jct	KY	87	0.0	13.7	11.2	-2.5	24.8	23.3	-6%	14,000	16,000	14%	X	X		
C-230	CSX	CSX	NJ Cabin	KY	Columbus	OH	53	0.0	11.7	11.4	-0.3	40.2	41.9	4%	4,000	10,000	150%		X	X	
C-289	CSX	CSX	Louisville	KY	Amqui	TN	173	0.0	18.8	17.4	-1.4	35.4	32.1	-9%	11,000	15,000	36%	X	X		
N-327	NS	NS	SJ Jct	KY	Harriman	TN	144	0.0	37.9	35.0	-2.9	71.5	71.2	0%	34,000	38,000	12%	X	X		
			KY Total				1,025														
N-346	NS	NS	Oliver Jct	LA	Oliver Yd	LA	2	0.0	15.0	18.1	3.1	28.6	30.6	7%	38,000	39,000	3%	X	X		
			LA Total				2														
C-721	CR	CSX	Framingham	MA	Westboro	MA	12	14.0	15.3	14.4	-0.9	20.6	24.6	19%	8,000	9,000	13%		X		
C-722	CR	CSX	Westboro	MA	Worcester	MA	11	14.0	15.3	14.4	-0.9	23.6	25.6	9%	8,000	9,000	13%		X		
			MA Total				23														
C-030	CSX	CSX	Alexandria Jct	MD	Benning	DC	6	0.0	18.7	24.3	5.6	40.3	51.3	27%	20,000	22,000	10%	X	X		
C-031	CSX	CSX	Alexandria Jct	MD	Washington	DC	5	22.0	23.9	30.8	6.9	34.5	56.1	63%	2,000	12,000	500%	X	X	X	
C-035	CR	CSX	Landover	MD	Anacostia	DC	5	0.0	3.4	9.1	5.7	5.0	10.9	117%	0	4,000	--(a)		X		
C-032	CSX	CSX	Baltimore	MD	Relay	MD	7	22.0	39.6	42.7	3.1	63.7	70.5	11%	13,000	15,000	15%		X		
C-034	CSX	CSX	Jessup	MD	Alexandria Jct	MD	17	22.0	33.4	37.1	3.7	48.0	69.7	45%	9,000	19,000	111%		X	X	
C-037	CSX	CSX	Relay	MD	Jessup	MD	7	22.0	33.1	37.0	3.9	45.8	57.8	26%	9,000	17,000	89%		X	X	
S-010	MT	AMTK	Baltimore	MD	Bowie	MD	29	117.0	2.4	7.7	5.3	24.7	36.7	49%	0	4,000	--(a)		X		
S-011	MT	AMTK	Bowie	MD	Landover	MD	8	117.0	3.2	9.3	6.1	28.5	43.0	51%	0	4,000	--(a)		X		
S-238	MT	AMTK	Perryville	MD	Baltimore	MD	32	88.0	14.3	15.6	1.3	41.9	44.9	7%	2,000	4,000	100%		X		
			MD Total				117														
N-476	NS	NS	Oakwood	MI	Butler	IN	107	0.0	15.2	17.3	2.1	18.3	22.5	23%	6,000	9,000	50%		X		
C-218	CSX	CSX	Saginaw	MI	Flint	MI	29	0.0	10.0	12.2	2.2	10.3	12.1	18%	3,000	5,000	67%		X		
C-219	CSX	CSX	Flint	MI	Holly	MI	28	0.0	12.8	14.0	1.2	14.5	17.8	22%	11,000	13,000	18%	X	X		
C-220	CSX	CSX	Holly	MI	Wixom	MI	20	0.0	11.3	12.5	1.2	14.5	17.4	20%	11,000	13,000	18%	X	X		
C-221	CSX	CSX	Wixom	MI	Plymouth	MI	12	0.0	12.2	12.9	0.7	16.3	18.5	14%	12,000	13,000	8%	X	X		
C-222	CSX	CSX	Plymouth	MI	Wayne	MI	8	0.0	23.6	26.5	2.9	51.0	53.0	4%	14,000	20,000	43%	X	X		
C-223	CSX	CSX	Wayne	MI	Carleton	MI	15	0.0	22.8	24.8	2.0	44.0	57.4	30%	14,000	20,000	43%	X	X		
S-020	CR	SHARED	Carleton	MI	Ecorse	MI	20	0.0	2.0	11.2	9.2	0.5	14.5	2802%	0	1,000	--(a)		X		
S-209	CR	SHARED	Delray	MI	Trenton	MI	10	0.0	14.8	16.5	1.7	27.9	24.0	-14%	2,000	3,000	50%		X		
C-040	CSX	CSX	Carleton	MI	Toledo	OH	26	0.0	21.9	33.1	11.2	40.0	64.2	61%	13,000	21,000	62%	X	X		
			MI Total				275														
N-478	NS	NS	Moberly	MO	CA Jct	MO	94	0.0	18.6	25.9	7.3	27.7	39.4	42%	6,000	10,000	67%	X	X	X	
N-479	NS	NS	CA Jct	MO	N Kansas City	MO	31	0.0	30.0	31.3	1.3	50.8	56.3	11%	6,000	8,000	33%		X		
			MO Total				125														
C-330	CSX	CSX	Charlotte	NC	Bostic	NC	73	0.0	7.6	7.6	0.0	15.3	16.9	10%	6,000	8,000	33%		X		
C-334	CSX	CSX	Weldon	NC	Rocky Mt	NC	37	10.0	19.6	25.5	5.9	49.9	55.9	12%	23,000	24,000	4%	X	X		
C-335	CSX	CSX	Rocky Mt	NC	Contentnea	NC	19	10.0	19.6	22.1	2.5	50.3	53.2	6%	17,000	21,000	24%	X	X		
C-336	CSX	CSX	Contentnea	NC	Selma	NC	22	10.0	18.2	21.0	2.8	44.4	45.1	2%	17,000	21,000	24%	X	X		
C-337	CSX	CSX	Selma	NC	Fayetteville	NC	49	6.0	20.4	21.6	1.2	44.8	45.0	0%	19,000	21,000	11%	X	X		
C-338	CSX	CSX	Fayetteville	NC	Pembroke	NC	31	6.0	22.1	22.2	0.1	43.9	45.4	3%	19,000	24,000	26%	X	X		
C-350	CSX	CSX	Hamlet	NC	Monroe	NC	53	0.0	20.4	23.0	2.6	41.5	43.1	4%	26,000	35,000	35%	X	X		
N-319	NS	NS	Greensboro	NC	Linwood	NC	41	6.0	20.2	18.3	-1.9	32.4	38.2	18%	21,000	25,000	19%	X	X		
N-347	NS	NS	Greensboro	NC	Raleigh Yd	NC	83	4.0	5.0	5.1	0.1	10.3	10.2	-1%	11,000	12,000	9%	X	X		
N-353	NS	NS	Goldsboro	NC	New Bern	NC	58	0.0	0.9	0.9	0.0	0.1	0.1	0%	0	5,000	--(a)		X		
N-360	NS	NS	Salisbury	NC	Asheville	NC	142	0.0	6.6	5.4	-1.2	16.7	14.8	-11%	8,000	10,000	25%		X	X	
C-339	CSX	CSX	Pembroke	NC	Dillon	SC	21	6.0	15.7	17.2	1.5	22.8	28.2	24%	6,000	7,000	17%		X		
C-351	CSX	CSX	Monroe	NC	Clinton	SC	92	0.0	13.1	15.6	2.5	22.5	28.9	29%	14,000	27,000	93%	X	X		
C-357	CSX	CSX	Hamlet	NC	Mcbee	SC	50	2.0	3.4	3.3	-0.1	5.2	5.6	7%	4,000	6,000	50%		X		
N-361	NS	NS	Asheville	NC	Leadvale	TN	74	0.0	8.4	7.6	-0.8	23.2	22.1	-5%	8,000	11,000	38%		X	X	
			NC Total				845														
C-769	CR	CSX	Trenton	NJ	Port Reading	NJ	25	0.0	15.7	11.4	-4.3	17.0	15.6	-8%	7,000	18,000	157%		X	X	
N-209	CR	NS	Oak Island	NJ	E Rail T V	NJ	6	0.0	10.4	15.2	4.8	15.1	18.4	22%	13,000	20,000	54%		X		
S-030	MT	AMTK	Lane	NJ	Union	NJ	7	277.0	3.4	11.0	7.6	58.6	75.6	29%	6,000	9,000	50%		X		
S-032	CR	SHARED	PN	NJ	Bayway	NJ	9	0.0	10.9	16.2	5.3	10.0	16.2	62%	10,000	22,000	120%		X		X
S-033	MT	AMTK	Union	NJ	Midway	NJ	22	189.0	3.4	11.0	7.6	41.4	58.4	41%	6,000	8,000	33%		X		
S-212	CR	SHARED	N Bergen	NJ	Ridgefield Hts	NJ	6	0.0	23.1	22.1	-1.0	40.5	42.1	4%	21,000	29,000	38%	X	X		
S-217	CR	SHARED	Bayway	NJ	PD	NJ	6	0.0	6.0	7.7	1.7	7.0	10.3	47%	6,000	8,000	33%		X		
S-218	CR	SHARED	PD	NJ	Wood	NJ	3	0.0	4.0	4.0	0.0	3.6	3.6	1%	0	2,000	--(a)		X		
S-220	CR	SHARED	Nave	NJ	CP Green	NJ	4	0.0	18.5	16.5	-2.0	25.2	25.4	1%	14,000	24,000	71%		X		
S-221	CR	SHARED	Nave	NJ	Croxton	NJ	2	0.0	18.5	15.5	-3.0	25.2	25.1	0%	14,000	24,000	71%		X		
S-222	CR	SHARED	Green	NJ	Oak Island	NJ	1	0.0	18.5	18.5	0.0	25.2	27.9	11%	14,000	25,000	79%		X		
S-223	CR	SHARED	Hack	NJ	Croxton	NJ	1	0.0	17.7	8.2	-9.5	17.2	8.3	-52%	2,000	5,000	150%		X		
S-224	CR	SHARED	Croxton	NJ	North Bergen	NJ	3	0.0	19.1	19.2	0.1	25.1	28.4	13%	17,000	23,000	35%		X		
S-229	CR	SHARED	Pt Reading Jct	NJ	Port Reading	NJ	16	0.0	3.6	5.3	1.7	5.5	7.8	43%	4,000	5,000	25%		X		
S-230	CR	SHARED	NK	NJ	Boundbrook	NJ	22	56.0	36.0	25.5	-10.5	46.4	42.7	-8%	25,000	30,000	20%		X		
S-231	CR	SHARED	Boundbrook	NJ	Pt Reading Jct	NJ	3	0.0	34.2	27.4	-6.8	44.2	45.5	3%	29,000	31,000	7%		X		
C-758	CR	CSX	Ridgefield Heights	NJ	Newburgh	NY	45	0.0	23.6	24.8	1.2	40.5	48.4	19%	21,000	29,000	38%	X	X		
S-031	MT	AMTK	Midway	NJ	Morrisville	PA	17	175.0	3.4	11.0	7.6	37.2	54.2	46%	3,000	5,000	67%		X		
			NJ Total				198														
C-051	CR	CSX	Chili	NY	Frontier	NY	51	7.1	40.6	45.9	5.3	79.7	92.1	16%	33,000	40,000	21%	X	X		
C-053	CR	CSX	Hoffmans	NY	Utica	NY	66	7.4	38.3	44.8	6.5	76.2	88.8	17%	33,000	40,000	21%	X	X		
C-054	CR	CSX	Selkirk	NY	Hoffmans	NY	25	0.0	38.7	45.2	6.5	78.5	88.4	13%	33,000	40,000	21%	X	X		
C-687	CR	CSX	Buffalo	NY	Draw	NY	2	2.0	55.8	58.5	2.7	91.8	110.0	20%	40,000	44,000	10%	X	X		
C-688	CR	CSX	Draw	NY	Buff Crk Jct	NY	1	2.0	55.8	52.5	-3.3	97.3	101.3	4%	40,000	44,000	10%	X	X		
C-689	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	3	2.0	55.8	52.5	-3.3	103.8	101.3	-2%	43,000	47,000	9%	X	X		
C-735	CR	CSX	Utica	NY	Syracuse	NY	51	9.0	36.9	43.4	6.5	77.5	88.5	14%	37,000	40,000	8%	X	X		

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

	Ownership		Rail Line Segment Description (247 Segments Total)					Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data						
								Pre Acquisition				Annual Million Gross Tons Transported			Estimated Annual Carloads of Hazardous Material			128	247	46	19
Site ID	Pre Acq.	Post Acq.	Between		And		Length (mi.)	Psgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Current Key Route Segments	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-736	CR	CSX	Syracuse	NY	Syracuse Jct	NY	6	9.0	40.0	46.6	6.6	81.8	89.3	9%	31,000	40,000	29%	X	X		
C-737	CR	CSX	Syracuse Jct	NY	Solvay	NY	2	9.0	38.2	44.8	6.6	80.1	91.1	14%	31,000	39,000	26%	X	X		
C-738	CR	CSX	Solvay	NY	Lyons	NY	42	9.0	39.5	44.8	5.3	79.7	91.1	14%	32,000	39,000	22%	X	X		
C-739	CR	CSX	Lyons	NY	Fairport	NY	23	9.0	39.8	45.1	5.3	79.7	90.9	14%	32,000	39,000	22%	X	X		
C-740	CR	CSX	Fairport	NY	Rochester	NY	11	9.0	31.8	36.5	4.7	66.0	72.8	10%	29,000	36,000	24%	X	X		
C-741	CR	CSX	Rochester	NY	Chili	NY	13	9.0	33.4	36.9	3.5	69.0	76.0	10%	30,000	38,000	27%	X	X		
C-742	CR	CSX	Frontier	NY	Buffalo	NY	4	9.0	52.8	49.5	-3.3	100.6	98.0	-3%	43,000	44,000	2%	X	X		
C-759	CR	CSX	Newburgh	NY	Selkirk	NY	80	0.0	22.2	23.4	1.2	42.4	48.0	13%	21,000	29,000	38%	X	X		
N-061	CR	NS	Ebenezer Jct	NY	Buffalo	NY	6	0.0	0.0	11.4	11.4	0.0	18.7	--(a)	0	18,000	--(a)		X	X	
N-062	CR	NS	Suffern	NY	Campbell Hall	NY	35	18.0	4.7	4.7	0.0	8.2	11.3	38%	0	18,000	--(a)		X	X	
N-063	CR	NS	Campbell Hall	NY	Port Jervis	NY	30	18.0	7.9	9.0	1.1	14.4	17.6	22%	0	18,000	--(a)		X	X	
N-065	CR	NS	Corning	NY	Buffalo	NY	128	0.0	13.6	20.6	7.0	22.8	29.0	27%	2,000	16,000	700%		X	X	
N-245	CR	NS	Port Jervis	NY	Binghamton	NY	126	0.0	7.9	9.0	1.1	11.5	14.6	27%	0	18,000	--(a)		X	X	
N-246	CR	NS	Binghamton	NY	Waverly	NY	42	0.0	13.0	19.9	6.9	19.1	28.0	47%	0	18,000	--(a)		X	X	
N-247	CR	NS	Waverly	NY	Corning	NY	36	0.0	16.4	21.4	5.0	22.5	31.1	38%	0	18,000	--(a)		X	X	
N-473	NS	NS	Buffalo	NY	Black Rock	NY	7	0.0	10.6	5.1	-5.5	14.3	6.0	-58%	0	2,000	--(a)		X		
C-690	CR	CSX	Buff Seneca	NY	Ashtabula	OH	123	2.0	50.1	49.6	-0.5	102.6	100.2	-2%	40,000	44,000	10%	X	X		
N-070	NS	NS	Buffalo Fw	NY	Ashtabula	OH	128	0.0	13.0	25.1	12.1	19.6	42.7	118%	8,000	26,000	225%		X	X	X
			NY Total				1,041														
C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	174	2.0	21.4	47.7	26.3	44.6	94.1	111%	16,000	34,000	113%	X	X		X
C-258	CSX	CSX	Hamilton	OH	Indianapolis	IN	99	0.9	3.0	5.0	2.0	6.0	8.0	34%	1,000	6,000	500%		X		
C-290	CSX	CSX	Cincinnati	OH	Covington	KY	6	0.9	35.9	33.6	-2.3	75.8	81.0	7%	33,000	37,000	12%	X	X		
N-326	NS	NS	Cincinnati	OH	SJ Jct	KY	112	0.0	31.0	28.0	-3.0	53.7	55.9	4%	22,000	32,000	45%	X	X		
C-060	CR	CSX	Ashtabula	OH	Quaker	OH	47	2.0	48.3	53.0	4.7	102.8	107.8	5%	39,000	45,000	15%	X	X		
C-061	CR	CSX	Berea	OH	Greenwich	OH	42	0.0	14.5	53.0	38.5	30.9	108.4	250%	16,000	46,000	188%	X	X		X
C-063	CSX	CSX	Cincinnati	OH	Hamilton	OH	21	1.0	28.2	31.2	3.0	55.3	64.1	16%	22,000	29,000	32%	X	X		
C-065	CSX	CSX	Deshler	OH	Toledo	OH	36	0.0	0.6	14.2	13.6	0.3	49.6	15913%	0	14,000	--(a)		X	X	
C-068	CSX	CSX	Greenwich	OH	Willard	OH	12	2.0	32.5	55.2	22.7	55.8	109.4	96%	17,000	55,000	224%	X	X		X
C-069	CR	CSX	Marcy	OH	Short	OH	9	0.0	16.4	43.8	27.4	26.0	95.4	267%	4,000	41,000	925%		X	X	X
C-070	CSX	CSX	Marion	OH	Fostoria	OH	40	0.0	17.8	27.4	9.6	40.0	62.5	56%	3,000	23,000	667%		X	X	X
C-072	CR	CSX	Mayfield	OH	Marcy	OH	6	0.0	3.4	43.8	40.4	9.0	93.0	933%	0	41,000	--(a)		X	X	X
C-073	CR	CSX	Quaker	OH	Mayfield	OH	3	0.0	6.8	43.8	37.0	9.0	93.0	933%	0	41,000	--(a)		X	X	X
C-074	CR	CSX	Short	OH	Berea	OH	4	0.0	13.4	45.3	31.9	15.0	101.6	578%	4,000	39,000	875%		X	X	X
C-075	CSX	CSX	Willard	OH	Fostoria	OH	37	2.0	32.5	54.0	21.5	55.8	109.8	97%	18,000	43,000	139%	X	X		X
C-205	CSX	CSX	Sterling	OH	Greenwich	OH	37	2.0	32.5	32.9	0.4	54.8	62.1	13%	17,000	21,000	24%	X	X		
C-206	CSX	CSX	Fostoria	OH	Deshler	OH	26	2.0	34.0	37.9	3.9	61.0	70.0	15%	12,000	21,000	75%	X	X		
C-224	CSX	CSX	Hamilton	OH	Dayton	OH	34	0.0	25.4	26.5	1.1	49.9	50.4	1%	20,000	22,000	10%	X	X		
C-225	CSX	CSX	Dayton	OH	Sidney	OH	37	0.0	22.6	24.6	2.0	44.3	62.8	42%	20,000	21,000	5%	X	X		
C-228	CSX	CSX	Fostoria	OH	Toledo	OH	29	0.0	33.3	37.4	4.1	66.7	79.3	19%	7,000	25,000	257%		X	X	X
C-229	CSX	CSX	Columbus	OH	Marion	OH	20	0.0	17.8	17.4	-0.4	40.0	44.0	10%	4,000	12,000	200%		X	X	
N-071	NS	NS	Bucyrus	OH	Bellevue	OH	34	0.0	26.0	34.5	8.5	58.3	81.2	39%	13,000	17,000	31%	X	X		
N-072	NS	NS	Vermilion	OH	Bellevue	OH	26	0.0	15.6	27.0	11.4	30.6	50.1	64%	9,000	15,000	67%	X	X	X	
N-073	NS	NS	Fairgrounds	OH	Bucyrus	OH	61	0.0	26.0	34.3	8.3	54.2	76.3	41%	13,000	24,000	85%	X	X		
N-074	CR	NS	Cleveland	OH	Shortline Jct	OH	7	0.0	2.0	4.2	2.2	0.7	11.5	1543%	0	6,000	--(a)		X		
N-075	NS	NS	Ashtabula	OH	Cleveland	OH	50	0.0	13.0	36.6	23.6	19.9	62.4	214%	7,000	37,000	429%	X	X	X	X
N-076	NS	NS	Ivorydale	OH	Cincinnati	OH	6	0.0	31.3	36.0	4.7	49.6	65.0	31%	18,000	33,000	83%	X	X		
N-078	CR	NS	Dayton	OH	Ivorydale	OH	48	0.0	11.7	19.5	7.8	24.3	35.0	44%	6,000	7,000	17%		X		
N-079	NS	NS	Oak Harbor	OH	Bellevue	OH	27	0.0	7.7	27.2	19.5	17.2	49.0	185%	3,000	18,000	500%		X	X	
N-080	NS	NS	Cleveland	OH	Vermilion	OH	37	0.0	13.5	34.1	20.6	25.5	46.2	81%	9,000	32,000	256%	X	X	X	X
N-081	CR	NS	White	OH	Cleveland	OH	11	2.0	12.5	29.7	17.2	25.9	59.9	131%	12,000	34,000	183%	X	X		X
N-082	CR	NS	Youngstown	OH	Ashtabula	OH	59	0.0	11.7	23.8	12.1	31.0	54.5	76%	2,000	11,000	450%		X	X	
N-084	CR	NS	Alliance	OH	White	OH	46	2.0	26.4	30.1	3.7	57.5	60.3	5%	29,000	33,000	14%		X		
N-287	CR	NS	Columbus	OH	Charleston	WV	185	0.0	4.1	3.4	-0.7	9.5	8.7	-8%	7,000	8,000	14%		X		
			OH Total				1,427														
C-084	CSX	CSX	RG	PA	Wilsmere	DE	26	0.0	22.9	26.4	3.5	39.7	49.0	23%	11,000	16,000	45%		X		
S-040	MT	AMTK	Arsenal	PA	Davis	DE	25	131.0	2.3	10.5	8.2	28.4	46.4	63%	13,000	17,000	31%		X		
C-768	CR	CSX	CP Wood	PA	Trenton	NJ	6	48.0	14.3	10.0	-4.3	16.7	15.6	-7%	6,000	18,000	200%		X	X	
S-233	CR	SHARED	Phil Frankfort	PA	Camden	NJ	4	0.0	7.8	10.7	2.9	13.3	17.2	29%	8,000	11,000	38%		X	X	
N-095	CR	NS	Rochester	PA	Youngstown	OH	39	0.0	12.6	17.7	5.1	31.8	37.1	17%	2,000	11,000	450%		X	X	
C-080	CR	CSX	Field	PA	Belmont	PA	4	0.0	8.2	15.8	7.6	11.2	20.0	80%	0	5,000	--(a)		X		
C-083	CR	CSX	RG	PA	Field	PA	2	0.0	0.0	16.0	16.0	0.0	16.5	--(a)	0	6,000	--(a)		X		
C-764	CR	CSX	Park Jct	PA	Belmont	PA	1	0.0	17.0	18.3	1.3	33.2	34.4	4%	22,000	33,000	50%		X		
C-765	CR	CSX	Belmont	PA	West Falls	PA	1	0.0	24.5	27.1	2.6	44.3	50.1	13%	23,000	36,000	57%		X		
C-766	CR	CSX	West Falls	PA	CP Newtown Jct	PA	4	0.0	11.1	11.4	0.3	13.2	15.6	18%	5,000	19,000	280%		X	X	
C-767	CR	CSX	CP Newtown Jct	PA	CP Wood	PA	21	48.0	12.0	11.4	-0.6	15.4	15.6	1%	6,000	19,000	217%		X	X	
N-093	CR	NS	Harrisburg	PA	Shocks	PA	22	0.0	2.2	6.0	3.8	2.8	6.8	143%	0	1,000	--(a)		X		
N-203	CR	NS	Bethlehem	PA	Allentown	PA	3	0.0	17.2	13.3	-3.9	24.8	22.8	-8%	8,000	11,000	38%		X	X	
N-204	CR	NS	Allentown	PA	Burn	PA	3	0.0	24.9	21.3	-3.6	49.7	56.0	13%	31,000	33,000	6%	X	X		
N-216	CR	NS	Reading	PA	Reading Belt Jct	PA	2	0.0	6.0	4.9	-1.1	8.5	12.4	46%	4,000	10,000	150%	X	X	X	
N-223	CR	NS	Zoo	PA	Arsenal	PA	2	0.0	5.4	9.3	3.9	7.1	14.7	107%	1,000	8,000	700%		X		
N-225	CR	NS	Eastwick	PA	Marcus Hook	PA	12	0.0	3.0	7.8	4.8	7.0	11.7	67%	5,000	8,000	60%		X		
S-041	MT	AMTK	Morrisville	PA	Zoo	PA	29	145.0	3.4	7.1	3.7	32.9	41.2	25%	4,000	8,000	100%		X		
S-042	CR	SHARED	South Philadelphia	PA	Field	PA	5	0.0	8.2	21.1	12.9	6.3	25.5	303%	1,000	7,000	600%		X		
S-232	CR	SHARED	Park Jct	PA	Phil Frankfort	PA	6	0.0	7.8	10.7	2.9	13.5	17.2	27%	8,000	11,000	38%		X	X	
			PA Total				216														
C-353	CSX	CSX	Greenwood	SC	Athens	GA	81	0.0	16.1	18.8	2.7	28.3	30.6	8%	21,000	27,000	29%	X	X		
N-359	NS	NS	Columbia	SC	Millen	GA	135	0.0	6.0	5.2	-0.8	11.9	8.3	-30%	2,000	4,000	100%		X		

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

	Ownership		Rail Line Segment Description (247 Segments Total)					Passenger & Freight Train Data				Freight Rail Data			Freight Rail Data						
								Pre Acquisition				Annual Million Gross Tons Transported			Estimated Annual Carloads of Hazardous Material			128	247	46	19
Site ID	Pre Acq.	Post Acq.	Between		And		Length (mi.)	Psgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Current Key Route Segments	Increase in Hazardous Materials	New Key Route	New Major Key Route
C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	54	6.0	16.7	20.6	3.9	32.4	37.9	17%	8,000	10,000	25%		X	X	
C-352	CSX	CSX	Clinton	SC	Greenwood	SC	28	0.0	17.1	19.6	2.5	28.3	30.1	7%	16,000	27,000	69%	X	X		
C-358	CSX	CSX	Mcbee	SC	Columbia	SC	108	2.0	4.4	4.4	0.0	5.4	5.9	9%	4,000	6,000	50%		X		
			SC Total				406														
C-266	CSX	CSX	Nashville	TN	Decatur	AL	118	0.0	21.7	23.4	1.7	41.1	60.4	47%	22,000	32,000	45%	X	X		
N-341	NS	NS	Wauhatchie	TN	Attalla	AL	82	0.0	6.5	11.9	5.4	20.1	23.4	16%	10,000	13,000	30%	X	X		
N-395	NS	NS	Wauhatchie	TN	Sheffield	AL	154	0.0	10.2	10.8	0.6	24.7	29.4	19%	10,000	14,000	40%	X	X		
N-330	NS	NS	Ooltewah	TN	Cohutta	GA	12	0.0	27.9	33.4	5.5	52.2	59.0	13%	16,000	20,000	25%	X	X		
C-090	CSX	CSX	Amqui	TN	Nashville	TN	16	0.0	40.8	48.4	7.6	80.1	104.1	30%	34,000	47,000	38%	X	X		
N-328	NS	NS	Harriman	TN	Citico Jct	TN	74	0.0	26.6	28.1	1.5	51.6	53.6	4%	21,000	24,000	14%	X	X		
N-329	NS	NS	Citico Jct	TN	Ooltewah	TN	12	0.0	37.0	44.0	7.0	69.4	82.1	18%	29,000	37,000	28%	X	X		
N-340	NS	NS	Citico Jct	TN	Chattanooga	TN	2	0.0	63.2	55.7	-7.5	116.6	111.6	-4%	43,000	54,000	26%	X	X		
N-386	NS	NS	Bulls Gap	TN	New Line	TN	16	0.0	18.2	17.7	-0.5	39.3	49.3	25%	16,000	23,000	44%	X	X		
N-387	NS	NS	New Line	TN	Sevier Yd	TN	32	0.0	21.9	21.1	-0.8	48.1	60.0	25%	24,000	35,000	46%	X	X		
N-388	NS	NS	Sevier Yd	TN	Cleveland	TN	88	0.0	15.1	17.1	2.0	35.0	44.7	28%	11,000	18,000	64%	X	X		
N-389	NS	NS	Cleveland	TN	Ooltewah	TN	14	0.0	9.2	12.6	3.4	17.1	28.8	68%	12,000	19,000	58%	X	X		
N-392	NS	NS	New Line	TN	Leadvale	TN	11	0.0	4.9	5.7	0.8	11.4	10.7	-6%	9,000	12,000	33%	X	X	X	
N-393	NS	NS	Harriman	TN	Sevier Yd	TN	58	0.0	15.6	9.4	-6.2	26.0	23.1	-11%	13,000	14,000	8%	X	X		
N-399	NS	NS	Bulls Gap	TN	Frisco	TN	41	0.0	18.0	12.1	-5.9	40.0	38.8	-3%	8,000	13,000	63%	X	X	X	
			TN Total				730														
N-385	NS	NS	Walton	VA	Bulls Gap	TN	187	0.0	8.6	10.3	1.7	12.7	23.2	83%	6,000	9,000	50%		X		
C-100	CSX	CSX	Doswell	VA	Fredericksburg	VA	37	18.0	16.2	22.8	6.6	40.7	52.0	28%	21,000	22,000	5%	X	X		
C-101	CSX	CSX	Fredericksburg	VA	Potomac Yard	VA	49	30.0	16.3	23.4	7.1	40.3	51.8	29%	20,000	22,000	10%	X	X		
C-102	CSX	CSX	Richmond	VA	Doswell	VA	24	18.0	17.8	24.8	7.0	44.0	53.8	22%	21,000	22,000	5%	X	X		
N-100	NS	NS	Riverton Jct	VA	Roanoke	VA	181	0.0	3.9	12.1	8.2	8.8	28.9	228%	1,000	5,000	400%		X		
N-315	NS	NS	Alexandria	VA	Manassas	VA	22	16.7	7.8	9.6	1.8	12.9	15.4	19%	2,000	6,000	200%		X		
N-317	NS	NS	Montview	VA	Altavista	VA	21	2.0	15.4	19.6	4.2	23.0	30.5	33%	17,000	18,000	6%	X	X		
N-406	NS	NS	Frisco	VA	Kingsport	VA	6	0.0	4.0	4.0	0.0	4.5	6.2	38%	7,000	12,000	71%		X	X	
N-420	NS	NS	Roanoke	VA	Salem	VA	7	0.0	34.3	40.4	6.1	70.8	84.9	20%	11,000	14,000	27%	X	X		
N-421	NS	NS	Salem	VA	Walton	VA	33	0.0	28.2	32.1	3.9	52.1	56.9	9%	10,000	14,000	40%	X	X		
N-432	NS	NS	Poe Mi	VA	Petersburg	VA	3	0.0	8.4	8.0	-0.4	16.4	12.3	-25%	7,000	11,000	57%	X	X	X	
C-234	CSX	CSX	Clifton Forge	VA	St Albans	WV	195	0.9	9.8	10.9	1.1	57.0	59.7	5%	3,000	4,000	33%		X		
			VA Total				765														
C-237	CSX	CSX	Huntington	WV	Kenova	WV	8	0.9	15.5	16.8	1.3	62.2	67.1	8%	16,000	17,000	6%	X	X		
C-238	CSX	CSX	Kenova	WV	Big Sandy Jct	WV	1	0.9	32.5	33.2	0.7	59.1	65.5	11%	16,000	17,000	6%	X	X		
N-288	CR	NS	Charleston	WV	Dickinson	WV	14	0.0	4.3	4.6	0.3	7.6	7.2	-5%	4,000	6,000	50%		X		
			WV Total				23														
			Grand Total				11,256														

(a) Cannot calculate a percentage change from zero.

ATTACHMENT F-3

New Key Route and Major Key Route Rail Line Segments

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

								Passenger & Freight Train Data				Freight Rail Data						
	Ownership		Rail Line Segment Description (55 Segments Total)					Pre Acq.				Estimated Annual Carloads of Hazardous Material			17	55	46	19
Site ID	Pre Acq.	Post Acq.	Between		And		Length (mi.)	Psgr. Trains	Freight Trains	Freight Trains	Change	Pre Acq.	Post Acq.	Percent Change	Current Key Route Segments	Increase In Hazardous Materials	New Key Route	New Major Key Route
C-376	CSX	CSX	Lagrange	GA	Parkwood	AL	142	0.0	13.5	13.5	0.0	8,000	17,000	113%		X	X	
C-377	CSX	CSX	Manchester	GA	Lagrange	GA	45	0.0	12.0	11.6	-0.4	7,000	14,000	100%		X	X	
			GA Total				187					.						
N-045	NS	NS	Lafayette Jct	IN	Tilton	IL	49	0.0	23.6	41.0	17.4	10,000	46,000	360%	X	X		X
N-040	NS	NS	Alexandria	IN	Muncie	IN	16	0.0	2.6	11.8	9.2	0	16,000	--(a)		X	X	
N-041	NS	NS	Butler	IN	Ft Wayne	IN	28	0.0	13.6	27.3	13.7	5,000	28,000	460%		X	X	X
N-044	NS	NS	Ft Wayne	IN	Peru	IN	53	0.0	19.0	34.9	15.9	11,000	47,000	327%	X	X		X
N-046	NS	NS	Peru	IN	Lafayette Jct	IN	53	0.0	18.4	40.2	21.8	11,000	47,000	327%	X	X		X
			IN Total				199											
C-230	CSX	CSX	NJ Cabin	KY	Columbus	OH	53	0.0	11.7	11.4	-0.3	4,000	10,000	150%		X	X	
			KY Total				53											
C-031	CSX	CSX	Alexandria Jct	MD	Washington	DC	5	22.0	23.9	30.8	6.9	2,000	12,000	500%	X	X	X	
C-034	CSX	CSX	Jessup	MD	Alexandria Jct	MD	17	22.0	33.4	37.1	3.7	9,000	19,000	111%		X	X	
C-037	CSX	CSX	Relay	MD	Jessup	MD	7	22.0	33.1	37.0	3.9	9,000	17,000	89%		X	X	
			MD Total				29											
N-478	NS	NS	Moberly	MO	CA Jct	MO	94	0.0	18.6	25.9	7.3	6,000	10,000	67%	X	X	X	
			MO Total				94											
N-360	NS	NS	Salisbury	NC	Asheville	NC	142	0.0	6.6	5.4	-1.2	8,000	10,000	25%		X	X	
N-361	NS	NS	Asheville	NC	Leadvale	TN	74	0.0	8.4	7.6	-0.8	8,000	11,000	38%		X	X	
			NC Total				216											
C-769	CR	CSX	Trenton	NJ	Port Reading	NJ	25	0.0	15.7	11.4	-4.3	7,000	18,000	157%		X	X	
S-032	CR	SHARED	PN	NJ	Bayway	NJ	9	0.0	10.9	16.2	5.3	10,000	22,000	120%		X		X
			NJ Total				34											
N-061	CR	NS	Ebenezer Jct	NY	Buffalo	NY	6	0.0	0.0	11.4	11.4	0	18,000	--(a)		X	X	
N-062	CR	NS	Suffern	NY	Campbell Hall	NY	35	18.0	4.7	4.7	0.0	0	18,000	--(a)		X	X	
N-063	CR	NS	Campbell Hall	NY	Port Jervis	NY	30	18.0	7.9	9.0	1.1	0	18,000	--(a)		X	X	
N-065	CR	NS	Corning	NY	Buffalo	NY	128	0.0	13.6	20.6	7.0	2,000	16,000	700%		X	X	
N-245	CR	NS	Port Jervis	NY	Binghamton	NY	126	0.0	7.9	9.0	1.1	0	18,000	--(a)		X	X	
N-246	CR	NS	Binghamton	NY	Waverly	NY	42	0.0	13.0	19.9	6.9	0	18,000	--(a)		X	X	
N-247	CR	NS	Waverly	NY	Corning	NY	36	0.0	16.4	21.4	5.0	0	18,000	--(a)		X	X	
N-070	NS	NS	Buffalo Fw	NY	Ashtabula	OH	128	0.0	13.0	25.1	12.1	8,000	26,000	225%		X	X	X
			NY Total				531											
C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	174	2.0	21.4	47.7	26.3	16,000	34,000	113%	X	X		X
C-061	CR	CSX	Berea	OH	Greenwich	OH	42	0.0	14.5	53.0	38.5	16,000	46,000	188%	X	X		X
C-065	CSX	CSX	Deshler	OH	Toledo	OH	36	0.0	0.6	14.2	13.6	0	14,000	--(a)		X	X	
C-068	CSX	CSX	Greenwich	OH	Willard	OH	12	2.0	32.5	55.2	22.7	17,000	55,000	224%	X	X		X
C-069	CR	CSX	Marcy	OH	Short	OH	9	0.0	16.4	43.8	27.4	4,000	41,000	925%		X	X	X
C-070	CSX	CSX	Marion	OH	Fostoria	OH	40	0.0	17.8	27.4	9.6	3,000	23,000	667%		X	X	X
C-072	CR	CSX	Mayfield	OH	Marcy	OH	6	0.0	3.4	43.8	40.4	0	41,000	--(a)		X	X	X
C-073	CR	CSX	Quaker	OH	Mayfield	OH	3	0.0	6.8	43.8	37.0	0	41,000	--(a)		X	X	X
C-074	CR	CSX	Short	OH	Berea	OH	4	0.0	13.4	45.3	31.9	4,000	39,000	875%		X	X	X
C-075	CSX	CSX	Willard	OH	Fostoria	OH	37	2.0	32.5	54.0	21.5	18,000	43,000	139%	X	X		X
C-228	CSX	CSX	Fostoria	OH	Toledo	OH	29	0.0	33.3	37.4	4.1	7,000	25,000	257%		X	X	X
C-229	CSX	CSX	Columbus	OH	Marion	OH	20	0.0	17.8	17.4	-0.4	4,000	12,000	200%		X	X	
N-072	NS	NS	Vermilion	OH	Bellevue	OH	26	0.0	15.6	27.0	11.4	9,000	15,000	67%	X	X	X	
N-075	NS	NS	Ashtabula	OH	Cleveland	OH	50	0.0	13.0	36.6	23.6	7,000	37,000	429%	X	X	X	X
N-079	NS	NS	Oak Harbor	OH	Bellevue	OH	27	0.0	7.7	27.2	19.5	3,000	18,000	500%		X	X	
N-080	NS	NS	Cleveland	OH	Vermilion	OH	37	0.0	13.5	34.1	20.6	9,000	32,000	256%	X	X	X	X
N-081	CR	NS	White	OH	Cleveland	OH	11	2.0	12.5	29.7	17.2	12,000	34,000	183%	X	X		X
N-082	CR	NS	Youngstown	OH	Ashtabula	OH	59	0.0	11.7	23.8	12.1	2,000	11,000	450%		X	X	
			OH Total				621											
C-768	CR	CSX	CP Wood	PA	Trenton	NJ	6	48.0	14.3	10.0	-4.3	6,000	18,000	200%		X	X	
S-233	CR	SHARED	Phil Frankfort	PA	Camden	NJ	4	0.0	7.8	10.7	2.9	8,000	11,000	38%		X	X	
N-095	CR	NS	Rochester	PA	Youngstown	OH	39	0.0	12.6	17.7	5.1	2,000	11,000	450%		X	X	
C-766	CR	CSX	West Falls	PA	CP Newtown Jct	PA	4	0.0	11.1	11.4	0.3	5,000	19,000	280%		X	X	
C-767	CR	CSX	CP Newtown Jct	PA	CP Wood	PA	21	48.0	12.0	11.4	-0.6	6,000	19,000	217%		X	X	
N-203	CR	NS	Bethlehem	PA	Allentown	PA	3	0.0	17.2	13.3	-3.9	8,000	11,000	38%		X	X	
N-216	CR	NS	Reading	PA	Reading Belt Jct	PA	2	0.0	6.0	4.9	-1.1	4,000	10,000	150%	X	X	X	
S-232	CR	SHARED	Park Jct	PA	Phil Frankfort	PA	6	0.0	7.8	10.7	2.9	8,000	11,000	38%		X	X	
			PA Total				84											
C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	54	6.0	16.7	20.6	3.9	8,000	10,000	25%		X	X	
			SC Total				54											
N-392	NS	NS	New Line	TN	Leadvale	TN	11	0.0	4.9	5.7	0.8	9,000	12,000	33%	X	X	X	
N-399	NS	NS	Bulls Gap	TN	Frisco	TN	41	0.0	18.0	12.1	-5.9	8,000	13,000	63%	X	X	X	
			TN Total				52											
N-406	NS	NS	Frisco	VA	Kingsport	VA	6	0.0	4.0	4.0	0.0	7,000	12,000	71%		X	X	
N-432	NS	NS	Poe Mi	VA	Petersburg	VA	3	0.0	8.4	8.0	-0.4	7,000	11,000	57%	X	X	X	
			VA Total				9											
			Grand Total				2,163											

(a) Cannot calculate a percentage change from zero.

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ATTACHMENT F-4

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

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

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

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

Rail Line Segment Description							Hazardous Materials		
Site ID	Between		And		Pre Acq. Ownership	Length (mi.)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-264	Danville	IL	Terre Haute	IN	CSX	57	4.9%	7,355	7,011
N-477	Decatur	IL	Moberly	MO	NS	209	137.3%	38,833	16,364
		IL Total				670			
C-475	Hillsdale	IN	Chrisman	IL	CSX	16	102.3%	46,869	23,166
N-045	Lafayette Jct	IN	Tilton	IL	NS	49	336.8%	10,499	2,404
C-025	Vincennes	IN	Evansville	IN	CSX	53	41.1%	6,156	4,364
C-027	Willow Creek	IN	Pine Jct	IN	CSX	12	57.2%	5,710	3,633
C-254	Munster	IN	Monon	IN	CSX	62	237.0%	62,312	18,491
C-255	Monon	IN	Lafayette	IN	CSX	30	152.7%	46,700	18,477
C-256	Lafayette	IN	Crawfordsville	IN	CSX	29	151.9%	112,769	44,774
C-265	Terre Haute	IN	Vincennes	IN	CSX	54	23.5%	7,650	6,196
C-676	Avon	IN	Clermont	IN	CR	4		--(a)	35,306
C-677	Clermont	IN	Crawfordsville	IN	CR	34		--(a)	35,374
C-693	Willow Creek	IN	Ivanhoe	IN	CR	13	38.7%	30,464	21,966
N-040	Alexandria	IN	Muncie	IN	NS	16	5013.4%	384,574	7,521
N-041	Butler	IN	Ft Wayne	IN	NS	28	392.4%	19,896	4,040
N-044	Ft Wayne	IN	Peru	IN	NS	53	316.0%	9,889	2,377
N-046	Peru	IN	Lafayette Jct	IN	NS	53	317.9%	9,896	2,368
N-305	Goshen	IN	Alexandria	IN	CR	99	27.3%	9,642	7,572
N-485	Muncie	IN	Ivorydale	OH	NS	106	60.9%	8,223	5,111
C-021	Evansville	IN	Amqui	TN	CSX	137	52.4%	6,027	3,955
		IN Total				848			
C-295	Corbin	KY	Cartersville	GA	CSX	263	32.5%	23,863	18,014
C-241	Russell	KY	NJ Cabin	KY	CSX	19	4.0%	5,886	5,660
C-272	Anchorage	KY	Winchester	KY	CSX	95	51.8%	93,600	61,653
C-287	Latonia	KY	Anchorage	KY	CSX	86	51.2%	12,789	8,460
C-288	Anchorage	KY	Louisville	KY	CSX	13	48.0%	11,962	8,080
C-291	Covington	KY	Latonia	KY	CSX	1	35.1%	7,628	5,645
C-293	Winchester	KY	Sinks	KY	CSX	56	34.6%	25,479	18,935
C-294	Sinks	KY	Corbin	KY	CSX	35	34.6%	25,496	18,947
N-415	Louisville	KY	SJ Jct	KY	NS	87	7.8%	5,952	5,520
C-230	NJ Cabin	KY	Columbus	OH	CSX	53	117.5%	29,557	13,592
C-289	Louisville	KY	Amqui	TN	CSX	173	35.6%	11,971	8,827
N-327	SJ Jct	KY	Harriman	TN	NS	144	12.7%	3,971	3,524
		KY Total				1,025			
N-346	Oliver Jct	LA	Oliver Yd	LA	NS	2	2.2%	3,280	3,209
		LA Total				2			
C-721	Framingham	MA	Westboro	MA	CR	12	-1.1%	13,664	13,822
C-722	Westboro	MA	Worcester	MA	CR	11	-1.1%	13,664	13,822
		MA Total				23			
C-030	Alexandria Jct	MD	Benning	DC	CSX	6	8.6%	6,060	5,581
C-031	Alexandria Jct	MD	Washington	DC	CSX	5	376.2%	69,722	14,642
C-035	Landover	MD	Anacostia	DC	CR	5		--(a)	53,443
C-032	Baltimore	MD	Relay	MD	CSX	7	14.3%	9,960	8,714
C-034	Jessup	MD	Alexandria Jct	MD	CSX	17	98.4%	11,503	5,799
C-037	Relay	MD	Jessup	MD	CSX	7	86.6%	11,946	6,404
S-010	Baltimore	MD	Bowie	MD	AMTK	29		--(a)	26,982
S-011	Bowie	MD	Landover	MD	AMTK	8		--(a)	26,982

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

Rail Line Segment Description							Hazardous Materials		
Site ID	Between		And		Pre Acq. Ownership	Length (mi.)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
S-238	Perryville	MD	Baltimore	MD	AMTK	32	62.5%	45,821	28,196
		MD Total				117			
N-476	Oakwood	MI	Butler	IN	NS	107	48.7%	20,445	13,746
C-218	Saginaw	MI	Flint	MI	CSX	29	61.9%	35,622	21,999
C-219	Flint	MI	Holly	MI	CSX	28	16.8%	11,091	9,492
C-220	Holly	MI	Wixom	MI	CSX	20	16.9%	11,112	9,510
C-221	Wixom	MI	Plymouth	MI	CSX	12	13.2%	10,763	9,505
C-222	Plymouth	MI	Wayne	MI	CSX	8	45.1%	9,804	6,754
C-223	Wayne	MI	Carleton	MI	CSX	15	45.1%	9,807	6,759
S-020	Carleton	MI	Ecorse	MI	CR	20		--(a)	113,303
S-209	Delray	MI	Trenton	MI	CR	10	20.5%	44,891	37,251
C-040	Carleton	MI	Toledo	OH	CSX	26	68.8%	10,009	5,931
		MI Total				275			
N-478	Moberly	MO	CA Jct	MO	NS	94	63.1%	20,876	12,799
N-479	CA Jct	MO	N Kansas City	MO	NS	31	30.7%	20,118	15,392
		MO Total				125			
C-330	Charlotte	NC	Bostic	NC	CSX	73	16.8%	18,812	16,100
C-334	Weldon	NC	Rocky Mt	NC	CSX	37	4.5%	4,017	3,844
C-335	Rocky Mt	NC	Contentnea	NC	CSX	19	19.6%	7,786	6,509
C-336	Contentnea	NC	Selma	NC	CSX	22	19.7%	7,116	5,943
C-337	Selma	NC	Fayetteville	NC	CSX	49	8.5%	6,469	5,963
C-338	Fayetteville	NC	Pembroke	NC	CSX	31	25.3%	7,069	5,642
C-350	Hamlet	NC	Monroe	NC	CSX	53	36.2%	5,317	3,904
N-319	Greensboro	NC	Linwood	NC	NS	41	18.0%	6,350	5,382
N-347	Greensboro	NC	Raleigh Yd	NC	NS	83	7.4%	11,301	10,521
N-353	Goldsboro	NC	New Bern	NC	NS	58		--(a)	22,099
N-360	Salisbury	NC	Asheville	NC	NS	142	28.1%	11,201	8,747
C-339	Pembroke	NC	Dillon	SC	CSX	21	12.3%	19,507	17,372
C-351	Monroe	NC	Clinton	SC	CSX	92	92.1%	9,097	4,736
C-357	Hamlet	NC	Mcbee	SC	CSX	50	51.0%	27,840	18,432
N-361	Asheville	NC	Leadvale	TN	NS	74	30.2%	14,610	11,223
		NC Total				845			
C-769	Trenton	NJ	Port Reading	NJ	CR	25	140.7%	16,631	6,909
N-209	Oak Island	NJ	E Rail T V	NJ	CR	6	47.1%	9,048	6,152
S-030	Lane	NJ	Union	NJ	AMTK	7	47.1%	17,454	11,869
S-032	PN	NJ	Bayway	NJ	CR	9	109.5%	14,728	7,030
S-033	Union	NJ	Midway	NJ	AMTK	22	33.3%	16,485	12,364
S-212	N Bergen	NJ	Ridgefield Hts	NJ	CR	6	32.2%	6,068	4,589
S-217	Bayway	NJ	PD	NJ	CR	6	23.1%	22,670	18,414
S-218	PD	NJ	Wood	NJ	CR	3	235.7%	86,741	25,836
S-220	Nave	NJ	CP Green	NJ	CR	4	59.7%	8,746	5,478
S-221	Nave	NJ	Croxton	NJ	CR	2	59.6%	8,746	5,480
S-222	Green	NJ	Oak Island	NJ	CR	1	71.0%	8,965	5,242
S-223	Hack	NJ	Croxton	NJ	CR	1	67.1%	41,484	24,830
S-224	Croxton	NJ	North Bergen	NJ	CR	3	31.2%	7,628	5,814
S-229	Pt Reading Jct	NJ	Port Reading	NJ	CR	16	5.2%	24,574	23,367
S-230	NK	NJ	Boundbrook	NJ	CR	22	12.6%	4,979	4,422
S-231	Boundbrook	NJ	Pt Reading Jct	NJ	CR	3	0.9%	4,403	4,364

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Rail Line Segment Description							Hazardous Materials		
Site ID	Between		And		Pre Acq. Ownership	Length (mi.)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-758	Ridgefield Heights	NJ	Newburgh	NY	CR	45	29.8%	6,066	4,673
S-031	Midway	NJ	Morrisville	PA	AMTK	17	66.7%	32,970	19,782
		NJ Total				198			
C-051	Chili	NY	Frontier	NY	CR	51	15.2%	2,857	2,480
C-053	Hoffmans	NY	Utica	NY	CR	66	12.7%	2,796	2,480
C-054	Selkirk	NY	Hoffmans	NY	CR	25	12.8%	3,132	2,776
C-687	Buffalo	NY	Draw	NY	CR	2	5.0%	4,187	3,986
C-688	Draw	NY	Buff Crk Jct	NY	CR	1	4.0%	3,225	3,102
C-689	Buff Crk Jct	NY	Buff Seneca	NY	CR	3	3.3%	3,006	2,909
C-735	Utica	NY	Syracuse	NY	CR	51	1.1%	3,419	3,383
C-736	Syracuse	NY	Syracuse Jct	NY	CR	6	24.8%	4,180	3,350
C-737	Syracuse Jct	NY	Solvay	NY	CR	2	19.2%	4,182	3,508
C-738	Solvay	NY	Lyons	NY	CR	42	15.1%	4,038	3,508
C-739	Lyons	NY	Fairport	NY	CR	23	15.1%	4,038	3,508
C-740	Fairport	NY	Rochester	NY	CR	11	16.6%	4,342	3,723
C-741	Rochester	NY	Chili	NY	CR	13	18.0%	3,097	2,625
C-742	Frontier	NY	Buffalo	NY	CR	4	-4.7%	2,954	3,099
C-759	Newburgh	NY	Selkirk	NY	CR	80	29.8%	6,070	4,675
N-061	Ebenezer Jct	NY	Buffalo	NY	CR	6		--(a)	8,445
N-062	Suffern	NY	Campbell Hall	NY	CR	35	4731.7%	330,084	6,832
N-063	Campbell Hall	NY	Port Jervis	NY	CR	30	4737.7%	329,012	6,801
N-065	Corning	NY	Buffalo	NY	CR	128	540.0%	47,635	7,443
N-245	Port Jervis	NY	Binghamton	NY	CR	126	4736.2%	335,863	6,945
N-246	Binghamton	NY	Waverly	NY	CR	42	4769.4%	333,687	6,853
N-247	Waverly	NY	Corning	NY	CR	36	2426.3%	166,180	6,578
N-473	Buffalo	NY	Black Rock	NY	NS	7	201.9%	184,713	61,183
C-690	Buff Seneca	NY	Ashtabula	OH	CR	123	4.0%	3,228	3,104
N-070	Buffalo Fw	NY	Ashtabula	OH	NS	128	239.1%	14,480	4,270
		NY Total				1,041			
C-066	Deshler	OH	Willow Creek	IN	CSX	174	101.1%	5,830	2,899
C-258	Hamilton	OH	Indianapolis	IN	CSX	99	244.3%	71,904	20,886
C-290	Cincinnati	OH	Covington	KY	CSX	6	11.9%	4,137	3,698
N-326	Cincinnati	OH	SJ Jct	KY	NS	112	44.8%	6,033	4,167
C-060	Ashtabula	OH	Quaker	OH	CR	47	11.2%	2,428	2,184
C-061	Berea	OH	Greenwich	OH	CR	42	157.4%	6,915	2,687
C-063	Cincinnati	OH	Hamilton	OH	CSX	21	28.2%	7,796	6,082
C-065	Deshler	OH	Toledo	OH	CSX	36	4576.1%	400,430	8,563
C-068	Greenwich	OH	Willard	OH	CSX	12	212.6%	5,694	1,822
C-069	Marcy	OH	Short	OH	CR	9	746.5%	35,970	4,249
C-070	Marion	OH	Fostoria	OH	CSX	40	607.4%	38,231	5,405
C-072	Mayfield	OH	Marcy	OH	CR	6		--(a)	3,751
C-073	Quaker	OH	Mayfield	OH	CR	3		--(a)	3,751
C-074	Short	OH	Berea	OH	CR	4	711.0%	36,027	4,442
C-075	Willard	OH	Fostoria	OH	CSX	37	143.5%	6,239	2,562
C-205	Sterling	OH	Greenwich	OH	CSX	37	21.6%	7,773	6,393
C-206	Fostoria	OH	Deshler	OH	CSX	26	68.4%	7,876	4,676
C-224	Hamilton	OH	Dayton	OH	CSX	34	12.0%	6,947	6,201
C-225	Dayton	OH	Sidney	OH	CSX	37	10.2%	6,954	6,308

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

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ACCIDENT PREDICTIONS FOR RAIL LINE SEGMENTS
WITH A PROJECTED INCREASE IN HAZARDOUS MATERIALS TRANSPORTED

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

(a) Cannot calculate a percentage change from zero.

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

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FIGURES

ATTACHMENTS

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APPENDIX G
TRANSPORTATION: HIGHWAY/RAIL AT-GRADE CROSSING TRAFFIC DELAY ANALYSIS

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

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

G.1 REVISED ANALYSES WITH REFINED DATA

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

- Highway traffic volumes provided by local and state transportation or planning offices.
- Revised train traffic volumes and revised train speeds from CSX and NS[1], government agencies, and other data sources.
- Information obtained from SEA's site visits to verify or revise the physical environments of those highway/rail at-grade crossings recommended for mitigation.

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

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

G.2 ADDITIONAL ANALYSES IN RESPONSE TO PUBLIC COMMENTS

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

G.2.1 Emergency Response Vehicle Delay

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

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

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

SEA collected maps of the communities from computerized mapping programs and the Internet. Based on available information, SEA noted on these maps the locations of emergency service providers, such as fire, ambulance, police, and hospitals. SEA obtained telephone numbers for each emergency service provider. The Applicants' track charts provided information on the locations of existing highway/rail grade-separated crossings that emergency vehicles would use.

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

- What are the locations of all emergency service providers that provide service to your community? Include locations of fire stations, police stations, ambulance service, hospitals, helicopter medical service (if available), and other medical facilities handling emergencies.

- Do emergency units roam or are they based at a station? For example, police often patrol "beats," but fire trucks usually respond from a station. Do beats cross the railroad tracks? How is this set up in the community?

- What is the emergency dispatch procedure? Do all emergency calls come to a central location from which a dispatcher sends the appropriate emergency service provider, or do emergency calls go directly to the police, fire, and ambulance services?

- Identify the technology that dispatchers use to direct emergency vehicles to the scene of the emergency. This may include GIS-based locators that allow the dispatcher to view the position of the emergency vehicle and direct it accordingly, computerized mapping programs, or maps.

- Is the technology for providing directions based in the dispatcher's office or in the emergency vehicle itself?

- Are there specialty emergency service providers at certain locations? This may include special equipment, such as high-ladder trucks, hazardous materials squads, bomb squads, or SWAT[2] teams. What is the service area of these specialty emergency services providers?

- What is the average number of daily emergency responses for each provider that require crossing the tracks (if available)?

- What is the emergency service provider service area? Identify the radius of the service area for each provider. Will providers go out of their area to assist another area? If so, how does communication for this takes place?

- Where are the existing highway/rail grade separations in the area?

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2 "SWAT" refers to Special Weapons and Tactics.

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

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

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

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

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

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

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

G.2.2 Fostoria, Ohio

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

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

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

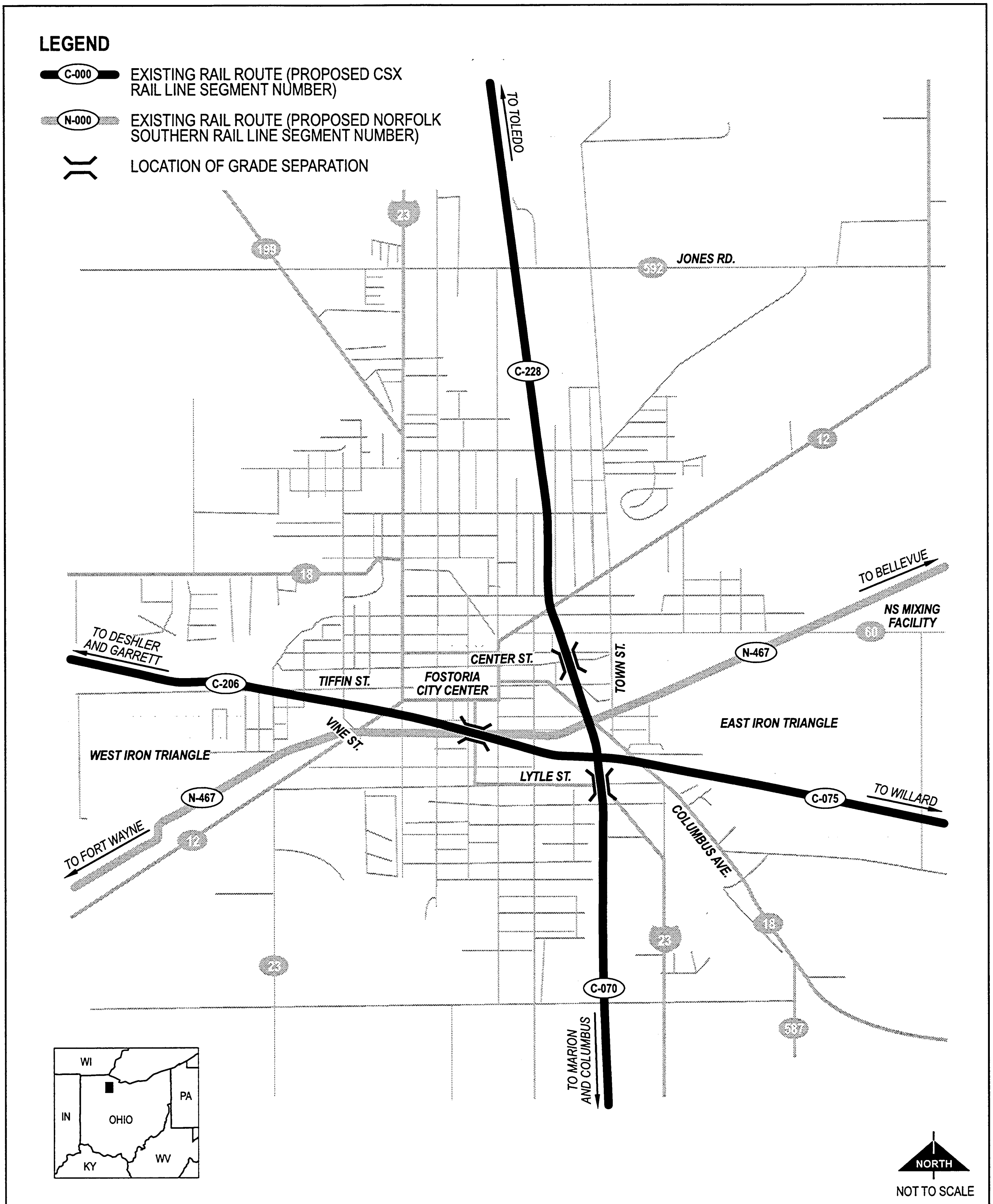

FIGURE G-1
FOSTORIA AREA

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

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

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

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

Specifically, SEA recommends that the Applicants provide and maintain, at the Fostoria Emergency Response Dispatch Center, a state-of-the-art electronic display board, or equivalent technology, that is integrated with the CSX dispatching system. SEA also recommends that CSX install a direct voice hotline between Fostoria's Emergency Response Dispatch Center and the CSX operator controlling train movements in the Fostoria area. This electronic display board (or equivalent technology) and direct voice hotline would allow Fostoria's emergency response personnel to track the movement of trains and ensure that emergency access to the Iron Triangles is available when necessary.

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

G.2.3 Corridor Analysis

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

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

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

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

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

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ATTACHMENT G-1

Highway/Rail At-grade Crossing Vehicle Delay and Queues

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ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	*Pre-Acquisition* 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	*Post-Acquisition* Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Alabama																						
Etowah	N-001	725283E		2	11,820	7.4	30	4,869	142	28	1.81	2.61	A	12.5	30	5,000	246	28	1.85	4.60	A	
Jefferson	N-001	725376Y		2	5,909	7.4	40	4,869	57	11	1.14	1.33	A	12.5	40	5,000	99	11	1.17	2.33	A	
Georgia																						
Butts	N-022	718450J	3RD ST. SR16	2	7,976	27.2	50	4,869	242	13	1.05	3.84	A	32.9	50	5,000	298	13	1.07	4.81	A	
Fulton	N-022	718058V	MCDANIEL ST	2	8,275	27.2	35	4,869	325	17	1.38	6.51	B	32.9	35	5,000	401	18	1.41	8.20	B	
Fulton	N-022	718062K	SR54 HENDERSON	4	9,000	27.2	25	4,869	461	12	1.57	9.63	B	32.9	25	5,000	570	12	1.60	12.17	B	
Fulton	N-022	718065F	SAWTELL AVE	2	11,237	27.2	35	4,869	442	23	1.56	7.37	B	32.9	35	5,000	545	24	1.60	9.29	B	
Illinois																						
Cook	C-010	163415H	DIXIE HWY/WESTERN AVE	4	15,400	17.0	20	6,000	711	30	2.54	14.04	B	32.9	20	6,200	1415	31	2.61	28.78	D	C (a)
Cook	C-010	163416P	BROADWAY-135TH ST	2	7,250	17.0	20	6,000	335	28	2.49	13.80	B	32.9	20	6,200	666	29	2.56	28.29	D	C (a)
Cook	C-011	163446G	71ST ST.	2	12,500	19.5	35	6,000	414	31	1.95	7.75	B	22.9	35	6,200	500	31	2.00	9.60	B	
Cook	C-011	163539B	MADISON FAU1419	4	10,500	19.5	25	6,000	459	17	1.91	10.03	B	22.9	25	6,200	554	17	1.97	12.45	B	
Cook	C-011	163423A	115TH ST	4	17,200	19.5	20	6,000	910	34	2.63	16.69	C	22.9	20	6,200	1100	35	2.70	20.75	C	
Cook	C-011	163425N	111TH ST	4	14,100	19.5	20	6,000	746	28	2.47	15.71	C	22.9	20	6,200	902	28	2.55	19.54	C	
Cook	C-011	163437H	87TH ST	6	27,000	19.5	20	6,000	1429	35	2.67	16.96	C	22.9	20	6,200	1727	36	2.75	21.09	C	
Cook	C-011	163433F	95TH ST	6	27,800	19.5	20	6,000	1472	36	2.70	17.14	C	22.9	20	6,200	1778	37	2.78	21.32	C	
Champaign	N-033	479919J	SR 130	2	6,400	22.7	40	4,869	190	12	1.16	4.14	A	39.0	40	5,000	333	12	1.19	7.40	B	
Madison	N-032	480328C	PONTOON RD	4	7,700	10.0	50	4,869	86	6	0.91	1.21	A	15.0	50	5,000	131	6	0.92	1.89	A	
Madison	N-032	480327V	20TH ST	2	5,900	10.0	35	4,869	85	12	1.26	2.19	A	15.0	35	5,000	130	13	1.29	3.42	A	
Montgomery	N-032	480056S	UNION	2	10,800	10.0	40	4,869	141	20	1.39	2.18	A	15.0	40	5,000	216	21	1.42	3.40	A	
Piatt	N-033	479967Y	MACON	2	5,800	22.7	50	4,869	147	9	0.97	2.95	A	39.0	50	5,000	257	9	0.99	5.26	B	
Vermilion	N-045	479854T	VOORHEES	2	11,100	23.6	50	4,869	292	18	1.20	3.79	A	41.0	50	5,000	517	18	1.22	6.83	B	
Vermilion	N-045	479856G	BOWMAN	2	8,800	23.6	50	4,869	232	14	1.09	3.44	A	41.0	50	5,000	410	14	1.11	6.20	B	
Vermilion	N-045	479862K	MAIN	4	15,600	23.6	30	4,869	599	18	1.53	7.04	B	41.0	30	5,000	1063	19	1.56	12.75	B	
Vermilion	N-045	479863S	S.ST.	4	5,600	23.6	30	4,869	215	7	1.28	5.90	B	41.0	30	5,000	382	7	1.31	10.68	B	
Indiana																						
Allen	C-022	532855T	THOMAS RD	2	5,500	2.4	50	4,869	15	9	0.96	0.31	A	6.4	50	6,200	47	11	1.14	1.16	A	
Allen	N-041	478196U	MAYSVILLE RD	2	5,100	13.6	50	4,869	77	8	0.95	1.72	A	27.3	50	5,000	158	8	0.96	3.59	A	
Allen	N-041	478226J	ANTHONY BLVD	2	16,330	13.6	30	4,869	362	38	2.28	6.06	B	27.3	30	5,000	741	39	2.33	12.68	B	
Allen	N-043	478013Y	ANTHONY BLVD.	2	15,120	6.6	35	4,869	144	31	1.89	2.16	A	9.6	35	5,000	214	32	1.93	3.28	A	
Allen	N-044	478240E	ENGLE RD	2	11,000	19.0	30	4,869	340	26	1.74	6.47	B	34.9	30	5,000	638	26	1.78	12.39	B	
Allen	N-044	478241L	ARDMORE AVE	2	10,290	19.0	30	4,869	318	24	1.69	6.27	B	34.9	30	5,000	597	25	1.73	12.01	B	
Allen	N-041	478210M	LANDIN	4	12,950	13.6	50	4,869	196	10	1.00	1.81	A	27.3	50	5,000	402	11	1.01	3.77	A	
Allen	N-044	478237W	BROOKLYN AVE.	2	12,200	19.0	30	4,869	377	29	1.84	6.83	B	34.9	30	5,000	708	29	1.88	13.08	B	
Allen	N-044	478238D	NUTMAN AVE.	2	5,070	19.0	30	4,869	157	12	1.38	5.12	B	34.9	30	5,000	294	12	1.41	9.81	B	
Carroll	N-046	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	9.12	B	
De Kalb	C-066	155320E	SOUTH WAYNE	2	6,000	21.4	50	6,000	166	11	1.13	3.77	A	47.7	50	6,200	379	11	1.16	8.82	B	
De Kalb	C-066	155330K	RANDOLPH ST.	2	5,023	21.4	15	6,000	377	25	2.97	26.69	D	47.7	15	6,200	865	26	3.06	63.11	F	(b)
Delaware	N-040	474550K	KILGORE	2	10,481	2.6	20	4,869	62	34	2.37	1.68	A	11.8	20	5,000	287	35	2.43	7.98	B	
Delaware	N-040	474552Y	WHITERIVER BLVD.	4	6,870	2.6	30	4,869	29	8	1.31	0.66	A	11.8	30	5,000	135	8	1.33	3.14	A	
Delaware	N-040	474553F	NICKOLS	2	6,733	2.6	30	4,869	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	2.6	30	4,869	81	22	1.64	0.83	A	11.8	30	5,000	373	23	1.67	3.93	A	
Delaware	N-040	474566G	JACKSON ST.	2	5,007	2.6	30	4,869	21	12	1.38	0.70	A	11.8	30	5,000	98	12	1.41	3.31	A	
Elkhart	C-066	155420J	CR 7	2	5,314	21.4	50	6,000	147	10	1.11	3.68	A	47.7	50	6,200	336	10	1.13	8.60	B	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Gibson	C-025	342475L	BROADWAY	2	7,929	22.3	35	6,000	301	19	1.60	7.29	B	28.8	35	6,200	399	20	1.64	9.92	B	
Huntington	N-044	478270W	BRIANT ST	2	5,500	19.0	50	4,869	117	9	0.96	2.44	A	34.9	50	5,000	218	9	0.98	4.66	A	
Huntington	N-044	478273S	JEFFERSON ST	2	19,900	19.0	50	4,869	422	32	1.97	5.01	B	34.9	50	5,000	789	33	2.01	9.55	B	
Huntington	N-044	478274Y	LAFONTAIN ST	2	8,600	19.0	50	4,869	182	14	1.08	2.75	A	34.9	50	5,000	341	14	1.10	5.23	B	
Lake	C-024	522912C	5TH AVE	4	13,220	0.0	30	5,600	0	17	1.63	0.00	A	5.0	30	6,200	131	19	1.77	2.10	A	
Lake	C-024	522915X	CLARKE RD	2	7,500	0.0	50	5,600	0	13	1.14	0.00	A	5.0	50	6,200	50	14	1.23	0.98	A	
Lake	C-026	522883U	ILLINOIS ST	2	7,880	1.0	35	6,000	13	19	1.60	0.33	A	5.0	35	6,200	69	20	1.64	1.72	A	
Lake	C-027	155632M	COUNTYLINE RD.	2	7,500	20.1	50	6,000	195	14	1.20	3.74	A	34.6	50	6,200	344	14	1.23	6.76	B	
Lake	C-027	155645N	CLARK RD.	2	7,250	20.1	50	6,000	189	14	1.19	3.71	A	34.6	50	6,200	333	14	1.22	6.70	B	
Lake	N-047	522929F	CALUMET AVE	4	7,500	43.1	45	5,600	430	7	1.08	7.41	B	48.2	45	5,000	442	7	0.99	7.02	B	
Lake	C-693	522778T	RIPLEY ST. (U.S. 6)	2	14,370	9.6	35	5,600	222	33	2.03	3.76	A	13.4	35	6,200	336	36	2.20	6.16	B	
Lake	C-693a	522789F	BROADWAY (S.R. 53)	4	7,500	9.6	35	5,600	116	9	1.30	2.42	A	13.4	35	6,200	175	9	1.41	3.97	A	
Lake	C-693a	522800D	CLARK RD.	2	13,690	9.6	35	5,600	212	32	1.96	3.63	A	13.4	35	6,200	320	34	2.12	5.95	B	
Madison	N-040	474600L	S. R. 9	2	14,351	2.6	40	4,869	49	27	1.64	0.67	A	11.8	20	5,000	393	48	2.92	9.58	B	* (c)
Madison	N-040	474601T	HARRISON ST.	2	5,899	2.6	40	4,869	20	11	1.14	0.47	A	11.8	20	5,000	161	20	2.03	6.66	B	* (c)
Porter	C-026	522867K	WASHINGTON ST	2	13,690	1.0	35	6,000	23	34	2.07	0.42	A	5.0	35	6,200	119	34	2.12	2.22	A	
Porter	C-026	522869Y	NAPOLEON ST	2	5,296	1.0	35	6,000	9	13	1.45	0.30	A	5.0	35	6,200	46	13	1.49	1.56	A	
Porter	C-066	155623N	CROCKER	2	6,800	21.4	50	6,000	188	13	1.17	3.88	A	47.7	50	6,200	430	13	1.20	9.08	B	
Porter	C-066	155628X	WILLOW CREEK RD	2	6,477	21.4	35	6,000	236	16	1.52	6.62	B	47.7	35	6,200	539	16	1.56	15.55	C	
St. Joseph	C-066	155478S	LIBERTY-MICHIGAN	2	5,942	21.4	50	6,000	165	11	1.13	3.76	A	47.7	50	6,200	376	11	1.16	8.80	B	
Tippecanoe	N-046	484295F	FERRY ST	2	6,121	18.4	25	4,869	212	17	1.66	6.90	B	40.2	25	5,000	474	17	1.70	15.75	C	
Tippecanoe	N-046	484296M	MAIN ST	2	7,654	18.4	25	4,869	265	21	1.76	7.31	B	40.2	25	5,000	592	21	1.80	16.68	C	
Tippecanoe	N-046	484298B	COLUMBIA ST	3	8,546	18.4	25	4,869	296	13	1.63	6.80	B	40.2	25	5,000	662	13	1.67	15.51	C	
Tippecanoe	N-046	484300A	SOUTH ST S.R. 26	3	7,890	18.4	25	4,869	274	12	1.61	6.69	B	40.2	25	5,000	611	12	1.64	15.27	C	
Tippecanoe	N-046	484301G	9TH ST	2	8,565	18.4	25	4,869	297	23	1.82	7.57	B	40.2	25	5,000	663	24	1.86	17.28	C	
Tippecanoe	N-046	484309L	4TH ST U.S. 231	2	12,060	18.4	25	4,869	418	33	2.12	8.80	B	40.2	25	5,000	934	33	2.16	20.09	C	
Tippecanoe	N-046	484290W	UNDERWOOD ST	2	5,557	18.4	25	4,869	193	15	1.63	6.76	B	40.2	25	5,000	430	15	1.66	15.43	C	
Tippecanoe	N-046	484292K	18TH	2	5,430	18.4	25	4,869	188	15	1.62	6.73	B	40.2	25	5,000	420	15	1.65	15.36	C	
Tippecanoe	N-046	484293S	17TH & SALEM ST.	2	6,323	18.4	25	4,869	219	14	1.67	6.95	B	40.2	25	5,000	489	15	1.71	15.86	C	
Tippecanoe	N-046	484294Y	UNION ST	2	9,955	18.4	25	4,869	345	23	1.93	8.02	B	40.2	25	5,000	771	23	1.97	18.30	C	
Vanderburgh	C-025	342846U	W. MARYLAND ST	2	5,720	22.3	25	6,000	286	18	1.94	11.66	B	28.8	25	6,200	380	19	2.00	15.92	C	
Vanderburgh	C-025	342848H	W. FRANKLIN ST	4	15,328	22.3	25	6,000	766	25	2.09	12.54	B	28.8	25	6,200	1017	25	2.15	17.12	C	
Vanderburgh	C-025	342850J	OHIO ST	2	8,180	22.3	25	6,000	409	26	2.13	12.79	B	28.8	25	6,200	543	27	2.19	17.46	C	
Wabash	N-044	478292W	DAVIS ST	2	5,569	19.0	50	4,869	118	9	0.96	2.45	A	34.9	50	5,000	221	9	0.98	4.67	A	
Wabash	N-044	478305V	WABASH ST	2	9,840	19.0	35	4,869	270	20	1.47	4.85	A	34.9	35	5,000	506	21	1.50	9.27	B	
Kentucky																						
Christian	C-021	345254U	SKYLINE DRIVE	2	7,000	23.4	40	6,000	251	15	1.39	5.99	B	30.7	40	6,200	337	16	1.43	8.26	B	
Christian	C-021	345267V	E 9TH ST.	2	9,040	23.4	25	6,000	474	29	2.21	13.89	B	30.7	25	6,200	640	30	2.27	19.27	C	
Henderson	C-021	345400X	WASHINGTON ST	2	6,665	23.4	40	6,000	239	15	1.38	5.91	B	30.7	40	6,200	321	15	1.41	8.16	B	
Hopkins	C-021	345331S	W. NOEL AVE	2	6,098	23.4	20	6,000	387	24	2.39	18.20	C	30.7	20	6,200	523	25	2.46	25.29	D	C (a)
Maryland																						
Baltimore City	C-032	140239X	HOLLINS FERRY RD	2	6,969	39.6	35	6,000	469	17	1.54	12.48	B	42.7	35	6,200	519	18	1.59	14.18	B	
Baltimore City	C-032	140867D	BUSH ST.	2	6,900	39.6	40	6,000	418	15	1.39	10.09	B	42.7	40	6,200	463	16	1.42	11.45	B	
Montgomery	C-003	140488D	FOREST GLEN RD	2	11,400	23.8	45	6,000	380	23	1.52	6.09	B	30.8	45	6,200	504	24	1.56	8.29	B	
Montgomery	C-003	140507F	S SUMMIT AVE	3	11,300	23.8	50	6,000	348	21	1.20	4.44	A	30.8	50	6,200	461	22	1.23	6.03	B	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	*Pre-Acquisition* 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	*Post-Acquisition* Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Montgomery	C-003	140509U	CHESTNUT ST.	2	10,500	23.8	55	6,000	302	18	1.27	4.37	A	30.8	55	6,200	400	19	1.30	5.92	B	
Montgomery	C-003	140494G	RANDOLPH	4	41,000	23.8	50	6,000	1263	38	2.39	8.83	B	30.8	50	6,200	1674	39	2.45	12.00	B	
Prince George's	C-030	140253T	DECATUR ST	2	8,000	18.7	25	6,000	335	26	2.12	10.65	B	24.3	25	6,200	448	27	2.18	14.63	B	
Prince George's	C-030	140257V	UPSHUR ST	2	5,900	18.7	25	6,000	247	19	1.96	9.84	B	24.3	25	6,200	330	20	2.01	13.52	B	
Prince George's	C-030	140258C	ANNAPOLIS RD	4	29,250	18.7	25	6,000	1226	47	2.86	14.37	B	24.3	25	6,200	1638	49	2.94	19.74	C	
Prince George's	C-034	140899J	SUNNYSIDE AVE	2	5,070	33.4	50	6,000	219	9	1.10	5.69	B	37.1	50	6,200	249	10	1.12	6.64	B	
Prince George's	C-034	140905K	QUEENSBURY RD	2	6,000	33.4	50	6,000	259	11	1.13	5.88	B	37.1	50	6,200	295	11	1.16	6.86	B	
Michigan																						
Monroe	C-040	232148X	STEWART RD	4	12,330	21.9	40	6,000	413	14	1.35	5.43	B	33.1	40	6,200	641	14	1.38	8.64	B	
Monroe	C-040	232147R	ELM	2	13,000	21.9	40	6,000	436	29	1.80	7.23	B	33.1	40	6,200	676	29	1.84	11.50	B	
Monroe	C-040	232146J	FRONT ST	2	16,237	21.9	35	6,000	605	40	2.37	10.58	B	33.1	35	6,200	938	41	2.43	16.85	C	
Monroe	C-040	232140T	DUNBAR RD.	2	8,510	21.9	40	6,000	285	19	1.48	5.94	B	33.1	40	6,200	442	19	1.51	9.44	B	
Monroe	C-040	232129T	LAKEWOOD-LUNAPIER	2	8,761	21.9	40	6,000	294	19	1.49	6.00	B	33.1	40	6,200	455	20	1.53	9.54	B	
Wayne	S-020	511020X	INKSTER RD	2	5,742	2.0	25	5,600	24	17	1.84	0.93	A	11.2	25	5,000	124	16	1.67	4.33	A	
Wayne	S-020	511024A	SIBLEY	2	8,663	2.0	25	5,600	37	26	2.05	1.04	A	11.2	25	5,000	187	24	1.87	4.83	A	
Wayne	S-020	511027V	PENNSYLVANIA RD	2	9,649	2.0	25	5,600	41	29	2.14	1.08	A	11.2	25	5,000	208	27	1.94	5.03	B	
Wayne	S-020	511032S	NORTHLINE RD	4	23,050	2.0	25	5,600	97	35	2.32	1.18	A	11.2	25	5,000	497	32	2.11	5.46	B	
Wayne	S-020	511033Y	ALLEN RD	4	28,033	2.0	25	5,600	119	43	2.61	1.33	A	11.2	25	5,000	605	39	2.38	6.16	B	
Wayne	S-020	511037B	LONDON RD	2	7,240	2.0	25	5,600	31	22	1.94	0.99	A	11.2	25	5,000	156	20	1.77	4.57	A	
Wayne	S-020	511039P	CHAMPAIGNE	2	7,676	2.0	25	5,600	32	23	1.97	1.00	A	11.2	25	5,000	166	21	1.80	4.65	A	
Wayne	S-020	511816U	WILL CARLETON DRIVE	2	5,789	2.0	25	5,600	24	18	1.84	0.93	A	11.2	25	5,000	125	16	1.67	4.33	A	
New York																						
Albany	C-054	508705Y	COOKS CROSSING	2	7,450	38.7	40	5,600	419	16	1.34	9.06	B	45.2	40	6,200	529	17	1.45	12.37	B	
Chautauqua	N-070	471766F	LAMPHERE ST.	2	9,300	13.0	35	4,869	175	19	1.44	3.24	A	25.1	35	5,000	344	20	1.47	6.52	B	
Erie	C-051	520067S	SHELDON AVE.	2	5,808	40.6	50	5,600	290	10	1.07	6.43	B	45.9	50	6,200	353	11	1.15	8.43	B	
Erie	N-070	471711T	LAKE AVE.	2	7,363	13.0	50	4,869	107	12	1.03	1.79	A	25.1	50	5,000	210	12	1.05	3.59	A	
Ohio																						
Allen	C-062	532707Y	N. JACKSON ST	2	6,200	5.9	35	5,600	59	14	1.42	1.62	A	13.9	35	6,200	150	16	1.54	4.49	A	
Allen	C-062	532710G	MAIN ST.	4	8,860	5.9	35	5,600	84	10	1.34	1.52	A	13.9	35	6,200	215	11	1.45	4.21	A	
Allen	C-062	532714J	N. METCALF ST.	2	7,850	5.9	35	5,600	75	18	1.51	1.72	A	13.9	35	6,200	190	20	1.64	4.77	A	
Allen	C-062	532719T	COLE ST	2	7,300	5.9	35	5,600	69	17	1.48	1.69	A	13.9	35	6,200	177	18	1.61	4.67	A	
Allen	C-062	532720M	CABLE RD	4	18,680	5.9	40	5,600	160	20	1.45	1.49	A	13.9	40	6,200	408	21	1.57	4.10	A	
Allen	C-062	532722B	EASTTOWN RD	2	12,300	5.9	50	5,600	89	22	1.40	1.22	A	13.9	50	6,200	227	23	1.51	3.33	A	
Allen	C-062	532703W	ROUSH CROSSING	2	7,260	5.9	40	5,600	62	15	1.33	1.37	A	13.9	40	6,200	158	16	1.44	3.78	A	
Ashtabula	C-060	523885L	BROADWAY AVE	2	6,140	48.3	50	5,600	365	11	1.08	7.74	B	53.0	50	6,200	431	12	1.17	9.85	B	
Ashtabula	N-070	471972T	LAKE ST.	2	5,500	13.0	50	4,869	80	9	0.96	1.67	A	25.1	50	5,000	157	9	0.98	3.35	A	
Ashtabula	N-070	471983Y	MAIN AVE.	4	5,350	13.0	35	4,869	101	6	1.13	2.55	A	25.1	35	5,000	198	6	1.15	5.12	B	
Ashtabula	N-075	471989W	WEST AVE.	2	8,000	13.0	35	4,869	150	17	1.37	3.08	A	36.6	35	5,000	432	17	1.39	9.02	B	
Ashtabula	N-075	472008G	BROADWAY AVE.	2	7,320	13.0	50	4,869	106	12	1.03	1.79	A	36.6	50	5,000	304	12	1.05	5.22	B	
Butler	C-063	152382S	MUHLHAUSER	2	7,030	28.2	40	6,000	304	15	1.39	7.22	B	31.2	40	6,200	344	16	1.43	8.41	B	
Butler	C-063	152389P	SYMMES RD	2	6,210	28.2	40	6,000	268	14	1.35	7.01	B	31.2	40	6,200	304	14	1.39	8.16	B	
Butler	C-063	152392X	LAUREL ST	2	6,860	28.2	35	6,000	329	17	1.54	8.85	B	31.2	35	6,200	374	17	1.58	10.32	B	
Butler	C-063	152394L	CENTRAL	2	5,890	28.2	35	6,000	282	14	1.48	8.54	B	31.2	35	6,200	321	15	1.52	9.95	B	
Butler	C-063	152407K	VINE ST.	2	7,030	28.2	20	6,000	538	27	2.47	22.71	C	31.2	20	6,200	613	28	2.54	26.60	D	C (a)
Butler	N-078	524698G	TYLERSVILLE RD	2	11,590	11.7	40	5,600	197	24	1.60	3.25	A	19.5	40	5,000	301	22	1.47	4.57	A	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Butler	N-078	524677N	CENTRAL	2	8,740	11.7	25	5,600	216	27	2.06	6.11	B	19.5	25	5,000	328	24	1.87	8.44	B	
Butler	N-078	524678V	FIRST ST	2	7,430	11.7	25	5,600	184	23	1.96	5.81	B	19.5	25	5,000	279	21	1.78	8.02	B	
Crawford	C-062	532583H	N SANDUSKY AVE	2	9,710	5.9	35	5,600	92	23	1.63	1.86	A	13.9	35	6,200	236	24	1.77	5.14	B	
Crawford	C-062	532588S	MANSFIELD ST	2	8,480	5.9	35	5,600	81	20	1.55	1.77	A	13.9	35	6,200	206	21	1.68	4.89	A	
Crawford	C-067	518443W	MAIN ST	2	12,030	14.5	40	5,600	253	25	1.63	4.11	A	30.1	40	6,200	569	27	1.76	9.99	B	
Crawford	N-073	481561P	HOPLEY	2	6,030	26.0	50	4,869	175	10	0.98	3.41	A	34.3	45	5,000	253	11	1.07	5.41	B	
Cuyahoga	C-061	524363S	BAGLEY RD.	4	17,135	14.5	50	5,600	306	15	1.19	2.55	A	53.0	50	6,200	1204	16	1.28	10.80	B	
Cuyahoga	C-061	524367U	COLUMBIA RD	2	9,500	14.5	50	5,600	170	17	1.24	2.65	A	53	50	6,200	668	18	1.33	11.22	B	
Cuyahoga	C-074	523977Y	FRONT ST.	2	10,613	13.4	35	5,600	229	25	1.69	4.39	A	45.3	35	6,200	839	27	1.84	17.42	C	
Cuyahoga	C-074	523971H	HUMMEL RD	2	5,560	13.4	35	5,600	120	13	1.39	3.60	A	45.3	35	6,200	440	14	1.51	14.28	B	
Cuyahoga	C-074	523973W	ENGLE RD	4	15,100	13.4	35	5,600	326	18	1.50	3.87	A	45.3	35	6,200	1194	19	1.62	15.37	C	
Cuyahoga	N-075	472098H	LONDON RD	2	5,310	13.0	35	4,869	100	11	1.24	2.79	A	36.6	35	5,000	287	11	1.26	8.17	B	
Cuyahoga	N-075	472093Y	DILLE RD	2	15,430	13.0	50	4,869	224	25	1.49	2.59	A	36.6	50	5,000	642	25	1.51	7.55	B	
Cuyahoga	N-080	472187A	WEST 110 ST.	2	5,970	13.5	35	4,869	116	12	1.27	2.96	A	34.1	35	5,000	300	13	1.29	7.79	B	
Cuyahoga	N-080	472192W	WEST 117 ST.	4	15,610	13.5	35	4,869	305	16	1.36	3.17	A	34.1	35	5,000	785	17	1.38	8.34	B	
Cuyahoga	N-080	472201T	BUNTS RD	2	5,300	13.5	35	4,869	103	11	1.24	2.89	A	34.1	35	5,000	266	11	1.26	7.61	B	
Cuyahoga	N-080	472245T	COLUMBIA RD	2	11,320	13.5	50	4,869	170	18	1.21	2.19	A	34.1	50	5,000	439	19	1.23	5.74	B	
Cuyahoga	N-080	472248N	DOVER CENTER RD	2	7,630	13.5	50	4,869	115	12	1.04	1.88	A	34.1	50	5,000	296	12	1.06	4.92	A	
Cuyahoga	N-080	472252D	BRADLEY RD	2	5,670	13.5	50	4,869	85	9	0.97	1.75	A	34.1	50	5,000	220	9	0.98	4.58	A	
Defiance	C-066	142356A	OTTAWA AVE	2	10,120	21.4	50	6,000	280	19	1.33	4.43	A	47.7	50	6,200	640	19	1.37	10.37	B	
Defiance	C-066	142375E	U.S. 24	2	8,434	21.4	50	6,000	234	16	1.24	4.13	A	47.7	50	6,200	533	16	1.27	9.67	B	
Erie	N-080	472306G	WATER ST.	2	6,260	13.5	50	4,869	94	10	0.99	1.78	A	34.1	50	5,000	243	10	1.01	4.68	A	
Erie	N-080	472308V	STATE ST.	2	5,330	13.5	50	4,869	80	9	0.95	1.73	A	34.1	45	5,000	222	9	1.05	5.25	B	
Erie	N-085	481668S	SR 101 TIFFIN	2	5,950	1.4	15	4,869	24	25	2.54	1.24	A	12.9	15	5,000	229	26	2.61	12.01	B	
Franklin	N-073	481472X	LINCOLN	2	9,810	26.0	40	4,869	334	18	1.33	5.43	B	34.3	40	5,000	449	19	1.36	7.44	B	
Franklin	N-073	481467B	WEBER	2	8,678	26.0	40	4,869	295	16	1.27	5.18	B	34.3	35	5,000	439	18	1.43	8.69	B	
Franklin	N-073	481470J	COOK	2	11,424	26.0	40	4,869	388	22	1.43	5.82	B	34.3	40	5,000	523	22	1.45	7.99	B	
Hamilton	C-063	152355V	TOWNSHIP AVE	2	9,270	28.2	20	6,000	710	36	2.70	24.80	C	31.2	20	6,200	808	37	2.78	29.05	D	C (a)
Hamilton	C-063	152356C	SEYMOUR	2	6,560	28.2	35	6,000	314	16	1.52	8.75	B	31.2	35	6,200	357	16	1.56	10.20	B	
Hamilton	C-063	152357J	NORTHBEND	2	6,360	28.2	35	6,000	305	16	1.51	8.69	B	31.2	35	6,200	346	16	1.55	10.13	B	
Hamilton	C-063	152368W	WYOMING AVE	2	7,210	28.2	35	6,000	346	18	1.56	8.97	B	31.2	35	6,200	393	18	1.60	10.45	B	
Hamilton	C-063	152370X	MARION RD	2	6,260	28.2	35	6,000	300	15	1.50	8.65	B	31.2	35	6,200	341	16	1.54	10.09	B	
Hamilton	C-063	152376N	SHARON RD	3	14,040	28.2	35	6,000	673	34	1.70	9.76	B	31.2	35	6,200	764	35	1.74	11.38	B	
Hamilton	C-063	152380D	PRINCETON PIKE	4	25,630	28.2	35	6,000	1229	31	1.98	11.38	B	31.2	35	6,200	1396	32	2.03	13.27	B	
Hamilton	C-063	152381K	CRESENTVILLE RD.	4	8,740	28.2	35	6,000	419	11	1.41	8.09	B	31.2	35	6,200	476	11	1.44	9.44	B	
Hamilton	N-076	524743Y	VINE ST	4	8,560	31.3	35	5,600	431	10	1.33	8.03	B	36.0	35	5,000	454	9	1.22	7.75	B	
Hamilton	N-076	524746U	BEECH ST	2	11,060	31.3	35	5,600	557	26	1.73	10.45	B	36.0	35	5,000	587	23	1.58	10.08	B	
Hamilton	N-078	524719X	SMALLEY RD	2	9,680	11.7	35	5,600	182	22	1.63	3.68	A	19.5	35	5,000	278	21	1.49	5.15	B	
Hamilton	N-078	524707D	HAUCK RD	2	6,200	11.7	35	5,600	117	14	1.42	3.21	A	19.5	35	5,000	178	13	1.30	4.49	A	
Hamilton	N-078	524712A	KEMPER RD	2	5,980	11.7	35	5,600	113	14	1.41	3.19	A	19.5	35	5,000	172	13	1.29	4.46	A	
Hamilton	N-078	524713G	READING RD	4	11,820	11.7	35	5,600	223	14	1.41	3.18	A	19.5	35	5,000	340	13	1.29	4.45	A	
Hamilton	N-078	524740D	TOWNSHIP AVE	2	7,520	11.7	35	5,600	142	17	1.49	3.38	A	19.5	35	5,000	216	16	1.37	4.72	A	
Hamilton	N-078	524722F	WYOMING ST	2	9,270	11.7	35	5,600	175	21	1.60	3.62	A	19.5	35	5,000	267	20	1.47	5.06	B	
Hamilton	N-078	524742S	MURRAY ST.	3	5,830	11.7	35	5,600	110	14	1.31	2.96	A	19.5	35	5,000	168	12	1.20	4.14	A	
Hardin	C-062	532679X	MAIN ST.	2	6,310	5.9	40	5,600	54	13	1.29	1.32	A	13.9	40	6,200	138	14	1.39	3.65	A	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Huron	C-067	518481F	MAIN ST	2	5,100	14.5	50	5,600	91	9	1.04	2.24	A	30.1	45	6,200	220	11	1.22	6.31	B	
Lake	C-060	523829E	LAKE ST SR 528	2	8,810	48.3	50	5,600	524	16	1.20	8.57	B	53.0	50	6,200	619	17	1.29	10.91	B	
Lake	C-060	523803C	HOPKINS RD	2	8,850	48.3	50	5,600	526	16	1.20	8.59	B	53.0	50	6,200	622	17	1.30	10.93	B	
Lake	C-060	523800G	PELTON RD	2	5,650	48.3	50	5,600	336	10	1.07	7.60	B	53.0	50	6,200	397	11	1.15	9.68	B	
Lake	C-060	523793Y	ERIE ST	2	8,300	48.3	50	5,600	494	15	1.18	8.40	B	53.0	50	6,200	583	16	1.27	10.69	B	
Lake	C-060	523791K	BEIDLER RD-E361ST	2	5,450	48.3	50	5,600	324	10	1.06	7.55	B	53.0	50	6,200	383	10	1.14	9.61	B	
Lake	C-060	523789J	E. 305TH ST	2	11,170	48.3	50	5,600	664	20	1.33	9.47	B	53.0	50	6,200	785	21	1.43	12.06	B	
Lake	C-060	523787V	LLOYD RD	2	7,400	48.3	50	5,600	440	13	1.14	8.11	B	53.0	50	6,200	520	14	1.22	10.32	B	
Lake	N-075	472017F	LAKE ST.	2	8,810	13.0	50	4,869	128	14	1.09	1.89	A	36.6	50	5,000	366	14	1.11	5.53	B	
Lake	N-075	472039F	LIBERTY ST	2	7,580	13.0	35	4,869	142	16	1.34	3.03	A	36.6	35	5,000	409	16	1.37	8.88	B	
Lake	N-075	472040A	CHESTNUT ST.	2	5,980	13.0	35	4,869	112	12	1.27	2.85	A	36.6	35	5,000	323	13	1.29	8.36	B	
Lake	N-075	472044C	MENTOR AVE.	2	19,260	13.0	50	4,869	279	31	1.88	3.28	A	36.6	50	5,000	801	32	1.92	9.57	B	
Lake	N-075	472045J	JACKSON ST.	2	5,230	13.0	50	4,869	76	8	0.95	1.66	A	36.6	50	5,000	218	9	0.97	4.84	A	
Lake	N-075	472046R	HEISLEY RD	2	14,200	13.0	50	4,869	206	23	1.39	2.42	A	36.6	50	5,000	591	23	1.42	7.07	B	
Lake	N-075	472048E	HOPKINS RD	2	5,460	13.0	50	4,869	79	9	0.96	1.67	A	36.6	50	5,000	227	9	0.98	4.88	A	
Lake	N-075	472056W	ERIE ST.	2	8,570	13.0	50	4,869	124	14	1.08	1.88	A	36.6	50	5,000	356	14	1.10	5.48	B	
Lake	N-075	472064N	RUSH RD	4	6,164	13.0	50	4,869	89	5	0.88	1.54	A	36.6	50	5,000	256	5	0.90	4.50	A	
Lake	N-075	472068R	LLOYD RD	2	7,400	13.0	35	4,869	139	15	1.33	3.01	A	36.6	35	5,000	399	16	1.36	8.82	B	
Lorain	C-061	518535J	TWNSBRG-ELYRIA RD	2	6,020	14.5	50	5,600	107	11	1.08	2.31	A	53.0	50	6,200	423	11	1.16	9.81	B	
Lorain	C-061	518530A	MAIN ST	2	5,750	14.5	40	5,600	121	12	1.26	3.19	A	53.0	40	6,200	479	13	1.36	13.62	B	
Lorain	C-061	518510N	NO. MAIN ST	2	8,120	14.5	50	5,600	145	14	1.17	2.50	A	53.0	50	6,200	571	16	1.26	10.61	B	
Lorain	C-061	518509U	HERRICK AVE.	2	7,870	14.5	50	5,600	140	14	1.16	2.48	A	53.0	50	6,200	553	15	1.25	10.51	B	
Lorain	N-080	472258U	AVON CENTER RD	2	6,700	13.5	50	4,869	101	11	1.00	1.81	A	34.1	50	5,000	260	11	1.02	4.75	A	
Lorain	N-080	472269G	MILLER RD	2	5,110	13.5	50	4,869	77	8	0.95	1.71	A	34.1	50	5,000	198	8	0.96	4.49	A	
Lorain	N-080	472286X	COLORADO AVE.	2	6,270	13.5	35	4,869	122	13	1.28	2.99	A	34.1	35	5,000	315	13	1.31	7.88	B	
Lorain	N-080	472292B	OBERLIN AVE.	2	11,060	13.5	35	4,869	216	23	1.55	3.63	A	34.1	35	5,000	556	23	1.58	9.55	B	
Lorain	N-080	472293H	LEAVITT RD	2	9,660	13.5	50	4,869	145	16	1.13	2.04	A	34.1	50	5,000	374	16	1.15	5.34	B	
Lucas	C-040	232121N	DIXIE (DETROIT)	4	5,290	21.9	40	6,000	177	6	1.20	4.81	A	33.1	40	6,200	275	6	1.23	7.66	B	
Lucas	N-077	509436M	OAKDALE AVE	2	5,970	48.0	50	5,600	353	11	1.08	7.64	B	61.5	50	5,000	417	10	0.99	8.34	B	
Mahoning	C-081	141681T	BRIDGE ST	2	7,840	32.6	45	6,000	358	16	1.31	7.19	B	39.6	45	6,200	445	16	1.35	9.18	B	
Mahoning	N-082	544716G	HUBBARD RD	2	7,698	11.7	30	5,600	164	20	1.70	4.34	A	23.8	30	6,200	362	22	1.85	10.44	B	
Marion	C-071	518415T	CENTER ST	2	6,550	16.1	40	5,600	153	14	1.30	3.64	A	31.8	40	6,200	327	15	1.40	8.42	B	
Marion	N-073	481538V	SILVER	2	6,380	26.0	30	4,869	270	15	1.45	7.35	B	34.3	30	5,000	364	15	1.48	10.11	B	
Marion	N-073	481541D	N. MAIN SR 4	2	8,770	26.0	50	4,869	254	14	1.09	3.78	A	34.3	50	5,000	342	14	1.11	5.18	B	
Marion	N-073	481530R	BARKS	2	7,120	26.0	35	4,869	268	15	1.32	5.95	B	34.3	35	5,000	360	15	1.35	8.18	B	
Marion	N-073	481531X	PROSPECT	2	8,880	26.0	35	4,869	334	18	1.41	6.38	B	34.3	35	5,000	449	19	1.44	8.76	B	
Marion	N-073	481532E	BELLEFOUNTAINE	3	11,740	26.0	30	4,869	497	28	1.53	7.76	B	34.3	30	5,000	669	28	1.56	10.68	B	
Marion	N-073	481536G	CENTER	4	8,290	26.0	30	4,869	351	10	1.34	6.79	B	34.3	30	5,000	473	10	1.37	9.34	B	
Montgomery	N-078	524622B	WASHINGTON ST	2	7,403	11.7	40	5,600	126	15	1.34	2.73	A	19.5	40	5,000	193	14	1.23	3.84	A	
Montgomery	N-078	524628S	W STEWARD AVE	2	5,110	11.7	30	5,600	109	13	1.55	3.95	A	19.5	30	5,000	166	12	1.41	5.49	B	
Montgomery	N-078	524638X	SELLARS	4	11,390	11.7	40	5,600	194	12	1.26	2.57	A	19.5	40	5,000	296	11	1.16	3.61	A	
Montgomery	N-078	524641F	ALEX BELL RD	2	10,460	11.7	40	5,600	178	22	1.52	3.09	A	19.5	40	5,000	272	20	1.39	4.35	A	
Montgomery	N-078	524644B	ALEX RD	4	11,700	11.7	40	5,600	199	12	1.27	2.58	A	19.5	40	5,000	304	11	1.16	3.63	A	
Montgomery	N-078	524645H	ELM ST	2	5,240	11.7	40	5,600	89	11	1.24	2.53	A	19.5	40	5,000	136	10	1.14	3.55	A	
Montgomery	N-078	524654G	CENTRAL	2	11,420	11.7	40	5,600	194	24	1.58	3.23	A	19.5	40	5,000	297	22	1.45	4.54	A	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

						Pre-Acquisition								Post-Acquisition								
County	Site ID	Crossing FRA ID	Street 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
Montgomery	N-078	524657C	LINDEN AVE	2	5,420	11.7	40	5,600	92	11	1.25	2.54	A	19.5	40	5,000	141	10	1.14	3.57	A	
Ottawa	N-079	473754T	WATER ST	2	7,530	7.7	35	4,869	84	16	1.34	1.79	A	27.2	35	5,000	302	16	1.37	6.59	B	
Richland	C-067	518458L	NO. GAMBLE	2	7,630	14.5	50	5,600	136	14	1.15	2.46	A	30.1	50	6,200	304	15	1.23	5.91	B	
Richland	C-067	518456X	MAIN ST	2	8,700	14.5	50	5,600	155	15	1.20	2.56	A	30.1	50	6,200	347	17	1.29	6.17	B	
Sandusky	N-079	473668W	KILBOURNE	2	9,330	7.7	15	4,869	209	39	2.90	7.79	B	27.2	15	5,000	756	40	2.97	28.85	D	(c)
Sandusky	N-079	473687B	MAIN ST.	2	7,230	7.7	30	4,869	91	17	1.49	2.25	A	27.2	30	5,000	327	17	1.53	8.28	B	
Sandusky	N-079	473711A	STATE	4	19,380	7.7	30	4,869	243	23	1.65	2.48	A	27.2	30	5,000	876	23	1.68	9.13	B	
Seneca	N-071	481606U	US 224	2	5,270	26.0	50	4,869	153	8	0.95	3.32	A	34.5	50	5,000	207	9	0.97	4.57	A	
Stark	N-084	503008V	PATTERSON	2	5,150	26.4	35	5,600	219	12	1.37	6.98	B	30.1	35	5,000	229	11	1.25	6.68	B	
Summit	N-084	503541T	STOW RD	2	6,390	26.4	50	5,600	208	11	1.09	4.27	A	30.1	50	5,000	219	10	1.01	4.15	A	
Van Wert	C-062	532779C	WASHINGTON	2	7,800	5.9	35	5,600	74	18	1.51	1.72	A	13.9	35	6,200	189	20	1.64	4.76	A	
Warren	N-078	524665U	CARLISLE	2	5,490	11.7	40	5,600	93	11	1.25	2.55	A	19.5	40	5,000	143	11	1.15	3.58	A	
Wood	C-065	155821J	BOUNDARY (WEST)	4	12,870	0.6	25	6,000	17	21	2.00	0.32	A	14.2	25	6,200	421	21	2.05	8.06	B	
Wood	C-065	155823X	INDIANA ST.	2	6,288	0.6	25	6,000	8	20	1.99	0.32	A	14.2	25	6,200	206	21	2.04	8.01	B	
Wood	C-065	155829N	LOUISIANA	4	7,170	0.6	25	6,000	10	12	1.81	0.29	A	14.2	25	6,200	235	12	1.86	7.29	B	
Wood	N-077	509855K	DROUILLARD	2	5,770	48.0	50	5,600	341	10	1.07	7.59	B	61.5	50	5,000	403	9	0.99	8.28	B	
Wyandot	C-070	228752H	US 30 (LINCOLN WAY W.)	2	5,600	17.8	40	6,000	153	12	1.32	4.33	A	27.4	40	6,200	241	13	1.36	7.01	B	
Pennsylvania																						
Beaver	C-082	584865S	14TH ST.	2	7,144	28.9	35	6,000	351	17	1.55	9.17	B	38.3	35	6,200	477	18	1.60	12.80	B	
Berks	N-094	592237G	COLUMBIA AVE.	2	7,106	42.4	40	5,600	437	15	1.33	9.80	B	49.7	40	5,000	471	14	1.22	9.69	B	
Cumberland	N-091	592204U	SLATE HILL	2	7,123	11.1	35	5,600	127	17	1.47	3.15	A	19.6	35	5,000	206	15	1.35	4.67	A	
Cumberland	N-091	592199A	TENTH ST	2	7,700	11.1	35	5,600	138	18	1.50	3.22	A	19.6	35	5,000	223	16	1.38	4.78	A	
Cumberland	N-091	592200S	18TH ST	2	7,501	11.1	35	5,600	134	17	1.49	3.20	A	19.6	35	5,000	217	16	1.37	4.74	A	
Dauphin	N-094	592369S	DERRY RD	2	5,500	42.4	40	5,600	339	12	1.25	9.24	B	49.7	40	5,000	365	11	1.15	9.13	B	
Delaware	C-084	140641S	MAIN ST.	2	6,855	22.9	40	6,000	240	15	1.38	5.83	B	26.4	40	6,200	284	16	1.42	7.07	B	
Delaware	C-084	140646B	OAK LANE	2	14,510	22.9	40	6,000	509	32	1.94	8.16	B	26.4	40	6,200	602	33	1.99	9.90	B	
Delaware	C-084	140647H	ASHLAND AVE	2	5,820	22.9	40	6,000	204	13	1.33	5.61	B	26.4	40	6,200	241	13	1.37	6.80	B	
Delaware	C-084	140649W	SOUTH AVE	2	14,995	22.9	40	6,000	526	33	1.99	8.37	B	26.4	40	6,200	622	34	2.04	10.16	B	
Delaware	C-084	140650R	AMOSLAND AVE	2	11,425	22.9	40	6,000	401	25	1.67	7.03	B	26.4	40	6,200	474	26	1.71	8.52	B	
Delaware	C-084	140652E	SWARTHMORE AVE	2	23,458	22.9	40	6,000	822	52	3.65	15.36	C	26.4	40	6,200	973	53	3.75	18.64	C	
Delaware	C-084	140654T	FAIRVIEW RD	2	9,682	22.9	40	6,000	339	21	1.55	6.51	B	26.4	40	6,200	401	22	1.59	7.90	B	
Delaware	C-084	140670C	MEETINGHOUSE RD	2	7,862	22.9	40	6,000	276	17	1.44	6.05	B	26.4	40	6,200	326	18	1.48	7.34	B	
Delaware	C-084	140672R	NAAMANS RD	2	6,695	22.9	40	6,000	235	15	1.38	5.79	B	26.4	40	6,200	278	15	1.41	7.02	B	
Erie	N-070	471893G	ASH ST.	2	5,290	13.0	35	4,869	99	11	1.23	2.78	A	25.1	35	5,000	196	11	1.26	5.60	B	
Erie	N-070	471894N	PARADE ST.	4	15,000	13.0	35	4,869	282	16	1.34	3.02	A	25.1	35	5,000	555	16	1.37	6.07	B	
Erie	N-070	471901W	PEACH ST.	2	11,110	13.0	15	4,869	420	39	3.13	14.20	B	25.1	15	5,000	830	40	3.20	28.73	D	(d)
Erie	N-070	471902D	SASSAFRAS ST.	2	11,110	13.0	15	4,869	420	39	3.13	14.20	B	25.1	15	5,000	830	40	3.20	28.73	D	(d)
Erie	N-070	471906F	CHERRY ST.	2	9,220	13.0	15	4,869	349	39	2.89	13.10	B	25.1	15	5,000	689	40	2.95	26.50	D	(d)
Erie	N-070	471908U	LIBERTY ST.	4	18,284	13.0	15	4,869	691	38	2.88	13.06	B	25.1	15	5,000	1367	39	2.95	26.42	D	(d)
Erie	N-070	471911C	RASPBERRY ST.	2	5,400	13.0	15	4,869	204	23	2.50	11.32	B	25.1	15	5,000	404	23	2.55	22.91	C	(e)
Erie	N-070	471913R	GREEN GARDEN RD	2	7,940	13.0	50	4,869	115	13	1.05	1.83	A	25.1	50	5,000	226	13	1.07	3.67	A	
Erie	N-070	471915E	PITTSBURG RD	2	7,004	13.0	50	4,869	102	11	1.01	1.77	A	25.1	50	5,000	200	11	1.03	3.54	A	
Lawrence	N-095	503738U	MONTGOMERY	2	6,400	12.6	35	5,600	130	15	1.43	3.49	A	17.7	35	5,000	167	14	1.31	4.11	A	
Lebanon	N-094	592338T	FRONT ST-LINCOLN	2	5,760	42.4	25	5,600	517	18	1.84	19.78	C	49.7	25	5,000	551	16	1.67	19.21	C	
Lebanon	N-094	592341B	SEVENTH ST.	2	5,420	42.4	25	5,600	486	17	1.82	19.54	C	49.7	25	5,000	519	15	1.65	18.98	C	

ATTACHMENT G-1

HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY AND QUEUES

County	Site ID	Crossing FRA ID	Street Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Lebanon	N-094	592365P	RAILROAD ST.	2	7,247	42.4	40	5,600	446	15	1.33	9.85	B	49.7	40	5,000	480	14	1.22	9.74	B	
Westmoreland	C-033	145480R	MAIN ST.	2	9,195	27.4	30	6,000	485	25	1.91	12.08	B	32.5	30	6,200	591	26	1.96	15.13	C	
Tennessee																						
Davidson	C-090	350207W	CRAIGHEAD	4	8,400	40.8	40	6,000	525	9	1.26	9.44	B	48.4	40	6,200	638	9	1.29	11.79	B	
Davidson	C-090	350208D	BERRY RD	2	6,100	40.8	40	6,000	381	13	1.35	10.09	B	48.4	40	6,200	464	14	1.38	12.60	B	
Davidson	C-090	348027Y	DAVIDSON RD	2	7,000	40.8	40	6,000	437	15	1.39	10.44	B	48.4	40	6,200	532	16	1.43	13.03	B	
Davidson	C-090	349218M	THOMPSON LANE	4	21,600	40.8	50	6,000	1141	20	1.37	8.70	B	48.4	50	6,200	1386	21	1.41	10.83	B	
Davidson	C-090	349226E	UNA-ANTIOCH	2	8,000	40.8	50	6,000	422	15	1.22	7.75	B	48.4	50	6,200	513	15	1.25	9.65	B	
Robertson	C-021	348124H	MAIN ST	2	5,790	23.4	40	6,000	207	13	1.33	5.73	B	30.7	40	6,200	279	13	1.37	7.90	B	
Virginia																						
Augusta	N-100	468135B	SR 608	2	11,050	3.9	40	4,869	56	21	1.40	0.86	A	12.1	40	5,000	178	21	1.43	2.77	A	
Chesterfield	C-103	623681B	CENTRALIA RD	2	12,000	18.4	50	6,000	286	22	1.45	4.14	A	23.0	50	6,200	366	23	1.48	5.43	B	
Emporia City	C-103	623755R	E ATLANTIC ST.	3	11,250	18.4	50	6,000	268	21	1.20	3.43	A	23.0	50	6,200	343	21	1.23	4.50	A	
Hanover	C-102	860459F	ENGLAND ST.	2	16,549	17.8	40	6,000	451	36	2.17	7.10	B	24.8	40	6,200	645	37	2.23	10.41	B	
Henrico	C-102	860437F	HUNGARY RD	2	15,360	17.8	50	6,000	354	29	1.72	4.75	A	24.8	50	6,200	505	29	1.76	6.94	B	
Page	N-100	468699K	EAST MAIN ST.	2	12,660	3.9	40	4,869	65	24	1.51	0.92	A	12.1	40	5,000	204	24	1.54	2.98	A	
Richmond City	C-103	623663D	JAHNKE RD	2	11,544	18.4	50	6,000	275	22	1.42	4.06	A	23.0	50	6,200	352	22	1.45	5.32	B	
Richmond City	C-103	623668M	BROAD ROCK RD	2	20,189	18.4	50	6,000	481	38	2.33	6.67	B	23.0	50	6,200	616	39	2.39	8.75	B	
Richmond City	C-103	623672C	WALMSLEY BLVD	2	11,833	18.4	50	6,000	282	22	1.44	4.11	A	23.0	50	6,200	361	23	1.47	5.39	B	
West Virginia																						
Jefferson	N-091	469361D	SR 9	2	8,800	11.1	40	4,869	128	17	1.28	2.22	A	19.6	40	5,000	230	17	1.30	4.08	A	

Mitigations:

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

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

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ATTACHMENT G-2

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

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

					Pre-Acquisition								*Post-Acquisition*								
County	Site 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
Deshler																					
Henry	C-065	CR B	2	310	0.6	40	6,000	0	1	1.11	0.12	A	14.2	40	6,200	7	1	1.14	3.05	A	
Henry	C-065	CR 3	2	50	0.6	40	6,000	0	0	1.10	0.12	A	14.2	40	6,200	1	0	1.13	3.03	A	
		Corridor	**4**	**360**	**0.6**	**40**	**6,000**	**0**	**0**	**1.11**	**0.12**	**A**	**14.2**	**40**	**6,200**	**8**	**0**	**1.14**	**3.04**	**A**	
Deshler																					
Henry	C-065	MULBERRY ST.	1	310	0.6	35	6,000	0	2	1.25	0.15	A	14.2	35	6,200	8	2	1.28	3.81	A	
Henry	C-065	MAIN	2	3,010	0.6	40	6,000	3	7	1.21	0.13	A	14.2	40	6,200	67	7	1.24	3.32	A	
Henry	C-065	MAPLE ST.	2	1,120	0.6	40	6,000	1	2	1.14	0.13	A	14.2	40	6,200	25	3	1.17	3.13	A	
		Corridor	**5**	**4,440**	**0.6**	**35**	**6,000**	**5**	**4**	**1.29**	**0.16**	**A**	**14.2**	**35**	**6,200**	**110**	**4**	**1.33**	**3.94**	**A**	
Haskins																					
Wood	C-065	FINDLAY ST.	2	2,010	0.6	40	6,000	2	4	1.17	0.13	A	14.2	40	6,200	45	5	1.20	3.22	A	
Wood	C-065	CHURCH	1	130	0.6	40	6,000	0	1	1.11	0.12	A	14.2	40	6,200	3	1	1.14	3.05	A	
		Corridor	**3**	**2,140**	**0.6**	**40**	**6,000**	**2**	**3**	**1.15**	**0.13**	**A**	**14.2**	**40**	**6,200**	**48**	**3**	**1.18**	**3.16**	**A**	
Tontogany																					
Wood	C-065	TULLER RD	1	60	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	1	0	1.13	3.04	A	
Wood	C-065	KELOGG RD	2	1,510	0.6	40	6,000	1	3	1.15	0.13	A	14.2	40	6,200	34	3	1.18	3.17	A	
Wood	C-065	LINCOLN ST.	2	126	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	3	0	1.13	3.04	A	
Wood	C-065	WALL ST. & BROAD	2	280	0.6	40	6,000	0	1	1.11	0.12	A	14.2	40	6,200	6	1	1.14	3.05	A	
Wood	C-065	MAIN	2	480	0.6	40	6,000	0	1	1.12	0.12	A	14.2	40	6,200	11	1	1.15	3.07	A	
Wood	C-065	WASHINGTON ST.	1	540	0.6	40	6,000	0	2	1.14	0.13	A	14.2	40	6,200	12	2	1.17	3.13	A	
Wood	C-065	TONTOGANY RD	2	510	0.6	40	6,000	0	1	1.12	0.12	A	14.2	40	6,200	11	1	1.15	3.07	A	
		Corridor	**12**	**3,506**	**0.6**	**40**	**6,000**	**3**	**1**	**1.12**	**0.12**	**A**	**14.2**	**40**	**6,200**	**78**	**1**	**1.15**	**3.08**	**A**	
Weston																					
Wood	C-065	MAIN	2	1,260	0.6	40	6,000	1	3	1.15	0.13	A	14.2	40	6,200	28	3	1.17	3.14	A	
Wood	C-065	WALNUT ST.	2	650	0.6	40	6,000	1	1	1.12	0.12	A	14.2	40	6,200	14	1	1.15	3.09	A	
Wood	C-065	OAK ST.	2	710	0.6	40	6,000	1	2	1.13	0.12	A	14.2	40	6,200	16	2	1.16	3.09	A	
		Corridor	**6**	**2,620**	**0.6**	**40**	**6,000**	**2**	**2**	**1.13**	**0.12**	**A**	**14.2**	**40**	**6,200**	**58**	**2**	**1.16**	**3.11**	**A**	
Milton Center																					
Wood	C-065	RAILROAD ST.	1	100	0.6	40	6,000	0	0	1.11	0.12	A	14.2	40	6,200	2	0	1.14	3.04	A	
Wood	C-065	SOUTH ST.	1	30	0.6	40	6,000	0	0	1.10	0.12	A	14.2	40	6,200	1	0	1.13	3.03	A	
		Corridor	**2**	**130**	**0.6**	**40**	**6,000**	**0**	**0**	**1.11**	**0.12**	**A**	**14.2**	**40**	**6,200**	**3**	**0**	**1.14**	**3.04**	**A**	
Perrysburg																					
Wood	C-065	MULBERRY ST.	2	340	0.6	25	6,000	0	1	1.63	0.26	A	14.2	25	6,200	11	1	1.68	6.58	B	
Wood	C-065	INDIANA ST.	2	6,288	0.6	25	6,000	8	20	1.99	0.32	A	14.2	25	6,200	206	21	2.04	8.01	B	
		Corridor	**4**	**6,628**	**0.6**	**25**	**6,000**	**9**	**11**	**1.79**	**0.29**	**A**	**14.2**	**25**	**6,200**	**217**	**11**	**1.84**	**7.23**	**B**	
Perrysburg																					
Wood	C-065	LOUISIANA	4	7,170	0.6	25	6,000	10	12	1.81	0.29	A	14.2	25	6,200	235	12	1.86	7.29	B	
Wood	C-065	ELM ST.	2	3,750	0.6	25	6,000	5	12	1.82	0.29	A	14.2	25	6,200	123	12	1.87	7.33	B	
Wood	C-065	LOCUST ST.	2	1,200	0.6	25	6,000	2	4	1.67	0.27	A	14.2	25	6,200	39	4	1.72	6.76	B	
Wood	C-065	MAPLE	2	370	0.6	25	6,000	0	1	1.63	0.26	A	14.2	25	6,200	12	1	1.68	6.59	B	
Wood	C-065	HICKORY ST.	2	580	0.6	25	6,000	1	2	1.64	0.26	A	14.2	25	6,200	19	2	1.69	6.63	B	
Wood	C-065	E. BOUNDARY	2	4,420	0.6	25	6,000	6	14	1.86	0.30	A	14.2	25	6,200	145	15	1.91	7.50	B	
		Corridor	**14**	**17,490**	**0.6**	**25**	**6,000**	**24**	**8**	**1.74**	**0.28**	**A**	**14.2**	**25**	**6,200**	**572**	**8**	**1.79**	**7.04**	**B**	

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ATTACHMENT G-3

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

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

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

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ATTACHMENT G-4

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

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

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

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ATTACHMENT G-5

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

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

					Pre-Acquisition								*Post-Acquisition*								
County	Site 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
Rocky Ridge																					
Ottawa	N-077	ROCKY RIDGE	2	760	48	50	6,000	47	1	0.95	7.11	B	61.5	50	6,200	62	1	0.98	9.56	B	
Ottawa	N-077	WEST ST.	1	90	48	50	6,000	6	0	0.94	6.98	B	61.5	50	6,200	7	0	0.96	9.39	B	
		Corridor	**3**	**850**	**48**	**50**	**6,000**	**53**	**1**	**0.95**	**7.07**	**B**	**61.5**	**50**	**6,200**	**69**	**1**	**0.97**	**9.50**	**B**	
Archbold																					
Fulton	N-303	FRANKLIN	2	1,801	50.4	50	6,000	117	3	0.98	7.71	B	48.2	50	6,200	115	3	1.01	7.73	B	
Fulton	N-303	DEFIANCE ST.	2	10,240	50.4	50	6,000	668	19	1.34	10.49	B	48.2	50	6,200	654	20	1.37	10.53	B	
		Corridor	**4**	**12,041**	**50.4**	**50**	**6,000**	**785**	**11**	**1.14**	**8.89**	**B**	**48.2**	**50**	**6,200**	**769**	**11**	**1.16**	**8.92**	**B**	
Swanton																					
Fulton	N-303	BRAILEY RD	2	605	50.4	50	6,000	39	1	0.95	7.43	B	48.2	50	6,200	39	1	0.97	7.45	B	
Fulton	N-303	TEMPLETON RD	1	120	50.4	50	6,000	8	0	0.94	7.35	B	48.2	50	6,200	8	0	0.96	7.37	B	
		Corridor	**3**	**725**	**50.4**	**50**	**6,000**	**47**	**1**	**0.95**	**7.40**	**B**	**48.2**	**50**	**6,200**	**46**	**1**	**0.97**	**7.43**	**B**	

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ATTACHMENT G-6

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

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

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								Level of Service with Mitigation
					Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	
Cleveland																					
Cuyahoga	N-080	W. 110 ST.	2	5,970	13.5	35	4,869	116	12	1.27	2.96	A	34.1	35	5,000	300	13	1.29	7.79	B	
Cuyahoga	N-080	W. 111 ST.	2	1,520	13.5	35	4,869	30	3	1.09	2.55	A	34.1	35	5,000	76	3	1.11	6.71	B	
Cuyahoga	N-080	W. 112 ST.	2	750	13.5	35	4,869	15	2	1.06	2.49	A	34.1	35	5,000	38	2	1.09	6.55	B	
Cuyahoga	N-080	W. 114 ST.	2	370	13.5	35	4,869	7	1	1.05	2.46	A	34.1	35	5,000	19	1	1.07	6.48	B	
Cuyahoga	N-080	W. 116 ST.	2	2,570	13.5	35	4,869	50	5	1.13	2.64	A	34.1	35	5,000	129	5	1.15	6.94	B	
Cuyahoga	N-080	W. 117 ST.	4	15,610	13.5	35	4,869	305	16	1.36	3.17	A	34.1	35	5,000	785	17	1.38	8.34	B	
Cuyahoga	N-080	HIRD AVE.	2	2,180	13.5	35	4,869	43	5	1.11	2.60	A	34.1	35	5,000	110	5	1.14	6.85	B	
Cuyahoga	N-080	FRY	2	770	13.5	35	4,869	15	2	1.06	2.49	A	34.1	35	5,000	39	2	1.09	6.56	B	
Cuyahoga	N-080	BEACH AVE.	2	700	13.5	35	4,869	14	1	1.06	2.49	A	34.1	35	5,000	35	1	1.08	6.54	B	
Cuyahoga	N-080	COVE AVE.	2	2,920	13.5	35	4,869	57	6	1.14	2.67	A	34.1	35	5,000	147	6	1.16	7.02	B	
		Corridor	**22**	**33,360**	**13.5**	**35**	**4,869**	**651**	**6**	**1.14**	**2.68**	**A**	**34.1**	**35**	**5,000**	**1677**	**6**	**1.17**	**7.04**	**B**	
Lakewood																					
Cuyahoga	N-080	GIEL AVE.	2	1,990	13.5	35	4,869	39	4	1.11	2.59	A	34.1	35	5,000	100	4	1.13	6.81	B	
Cuyahoga	N-080	BUNTS RD.	2	5,300	13.5	35	4,869	103	11	1.24	2.89	A	34.1	35	5,000	266	11	1.26	7.61	B	
Cuyahoga	N-080	MANOR PARK	2	1,930	13.5	35	4,869	38	4	1.10	2.58	A	34.1	35	5,000	97	4	1.13	6.80	B	
Cuyahoga	N-080	MARLOWE AVE.	2	1,460	13.5	35	4,869	28	3	1.09	2.55	A	34.1	35	5,000	73	3	1.11	6.70	B	
Cuyahoga	N-080	BELLE AVE.	2	4,030	13.5	35	4,869	79	8	1.18	2.77	A	34.1	35	5,000	203	9	1.21	7.28	B	
Cuyahoga	N-080	ST. CHARLES AVE.	2	1,090	13.5	35	4,869	21	2	1.08	2.52	A	34.1	35	5,000	55	2	1.10	6.62	B	
Cuyahoga	N-080	WARREN AVE.	2	3,000	13.5	35	4,869	59	6	1.14	2.67	A	34.1	35	5,000	151	6	1.17	7.03	B	
Cuyahoga	N-080	COOK AVE.	2	2,440	13.5	35	4,869	48	5	1.12	2.63	A	34.1	35	5,000	123	5	1.14	6.91	B	
Cuyahoga	N-080	GLADYS AVE.	2	900	13.5	35	4,869	18	2	1.07	2.50	A	34.1	35	5,000	45	2	1.09	6.58	B	
Cuyahoga	N-080	ANDREWS AVE.	2	1,040	13.5	35	4,869	20	2	1.07	2.51	A	34.1	35	5,000	52	2	1.10	6.61	B	
		Corridor	**20**	**23,180**	**13.5**	**35**	**4,869**	**452**	**5**	**1.12**	**2.62**	**A**	**34.1**	**35**	**5,000**	**1166**	**5**	**1.14**	**6.88**	**B**	
Lakewood																					
Cuyahoga	N-080	LAKELAND AVE.	2	1,380	13.5	35	4,869	27	3	1.08	2.54	A	34.1	35	5,000	69	3	1.11	6.68	B	
Cuyahoga	N-080	SUMMIT AVE.	2	1,570	13.5	35	4,869	31	3	1.09	2.55	A	34.1	35	5,000	79	3	1.11	6.72	B	
Cuyahoga	N-080	BROOKLEY AVE.	2	1,120	13.5	35	4,869	22	2	1.08	2.52	A	34.1	35	5,000	56	2	1.10	6.63	B	
Cuyahoga	N-080	CRANFORD AVE.	2	1,070	13.5	35	4,869	21	2	1.07	2.52	A	34.1	35	5,000	54	2	1.10	6.62	B	
Cuyahoga	N-080	WESTLAKE AVE.	2	720	13.5	35	4,869	14	1	1.06	2.49	A	34.1	35	5,000	36	2	1.08	6.55	B	
Cuyahoga	N-080	HALL AVE.	2	670	13.5	35	4,869	13	1	1.06	2.49	A	34.1	35	5,000	34	1	1.08	6.54	B	
Cuyahoga	N-080	ETHEL AVE.	2	960	13.5	35	4,869	19	2	1.07	2.51	A	34.1	35	5,000	48	2	1.09	6.59	B	
Cuyahoga	N-080	EDWARDS AVE.	2	1,150	13.5	35	4,869	22	2	1.08	2.52	A	34.1	35	5,000	58	2	1.10	6.63	B	
Cuyahoga	N-080	BONNIEVIEW AVE.	2	1,330	13.5	35	4,869	26	3	1.08	2.54	A	34.1	35	5,000	67	3	1.11	6.67	B	
Cuyahoga	N-080	GRANGER AVE.	2	1,880	13.5	35	4,869	37	4	1.10	2.58	A	34.1	35	5,000	95	4	1.12	6.79	B	
		Corridor	**20**	**11,850**	**13.5**	**35**	**4,869**	**231**	**2**	**1.08**	**2.52**	**A**	**34.1**	**35**	**5,000**	**596**	**3**	**1.10**	**6.64**	**B**	

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

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								Level of Service with Mitigation
					Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	
Lorain																					
Lorain	N-080	RIED AVE.	2	3,700	13.5	35	4,869	72	8	1.17	2.74	A	34.1	35	5,000	186	8	1.19	7.20	B	
Lorain	N-080	LONG ST.	2	650	13.5	35	4,869	13	1	1.06	2.48	A	34.1	35	5,000	33	1	1.08	6.53	B	
		Corridor	**4**	**4,350**	**13.5**	**35**	**4,869**	**85**	**5**	**1.11**	**2.60**	**A**	**34.1**	**35**	**5,000**	**219**	**5**	**1.14**	**6.85**	**B**	
Bellevue																					
Huron	N-467	CENTER ST.	2	670	23.9	15	4,869	47	3	2.14	17.83	C	28.5	15	5,000	57	3	2.19	22.28	C	
Huron	N-467	MONROE ST.	2	1,760	23.9	25	4,869	79	5	1.43	7.74	B	28.5	25	5,000	97	5	1.46	9.63	B	
		Corridor	**4**	**2,430**	**23.9**	**15**	**4,869**	**169**	**5**	**2.17**	**18.13**	**C**	**28.5**	**15**	**5,000**	**206**	**5**	**2.22**	**22.65**	**C**	
Bellevue																					
Sandusky	N-467	FLATROCK RD	2	1,650	23.9	50	4,869	44	3	0.84	2.70	A	28.5	50	5,000	53	3	0.86	3.34	A	
Sandusky	N-467	KILBOURNE RD	2	3,070	23.9	50	4,869	82	5	0.88	2.83	A	28.5	50	5,000	99	5	0.90	3.50	A	
		Corridor	**4**	**4,720**	**23.9**	**50**	**4,869**	**126**	**4**	**0.86**	**2.76**	**A**	**28.5**	**50**	**5,000**	**153**	**4**	**0.88**	**3.42**	**A**	
Green Springs																					
Sandusky	N-467	CR-175	2	650	23.9	50	4,869	17	1	0.82	2.62	A	28.5	50	5,000	21	1	0.83	3.24	A	
Sandusky	N-467	CR-62	2	860	23.9	50	4,869	23	1	0.82	2.64	A	28.5	50	5,000	28	1	0.84	3.26	A	
		Corridor	**4**	**1,510**	**23.9**	**50**	**4,869**	**40**	**1**	**0.82**	**2.63**	**A**	**28.5**	**50**	**5,000**	**49**	**1**	**0.84**	**3.25**	**A**	
Green Springs																					
Seneca	N-467	FORT ST.	1	80	23.9	50	4,869	2	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
Seneca	N-467	MAIN ST.	2	1,260	23.9	50	4,869	34	2	0.83	2.67	A	28.5	50	5,000	41	2	0.85	3.30	A	
		Corridor	**3**	**1,340**	**23.9**	**50**	**4,869**	**36**	**1**	**0.83**	**2.64**	**A**	**28.5**	**50**	**5,000**	**43**	**1**	**0.84**	**3.27**	**A**	
Fostoria																					
Seneca	N-467	CR-11	2	100	23.9	50	4,869	3	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
Seneca	N-467	LIBERTY TWP 152-B	2	90	23.9	50	4,869	2	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
		Corridor	**4**	**190**	**23.9**	**50**	**4,869**	**5**	**0**	**0.81**	**2.58**	**A**	**28.5**	**50**	**5,000**	**6**	**0**	**0.82**	**3.19**	**A**	
Fostoria																					
Seneca	N-467	POPLAR ST.	2	1,910	23.9	50	4,869	51	3	0.85	2.73	A	28.5	50	5,000	62	3	0.87	3.37	A	
Seneca	N-467	MAIN ST.	2	1,805	23.9	50	4,869	48	3	0.85	2.72	A	28.5	50	5,000	58	3	0.86	3.36	A	
		Corridor	**4**	**3,715**	**23.9**	**50**	**4,869**	**99**	**3**	**0.85**	**2.72**	**A**	**28.5**	**50**	**5,000**	**120**	**3**	**0.87**	**3.37**	**A**	
Arcadia																					
Hancock	N-467	JOSLYN ST.	2	63	23.9	50	4,869	2	0	0.80	2.58	A	28.5	50	5,000	2	0	0.82	3.19	A	
Hancock	N-467	MAIN ST.	2	403	23.9	50	4,869	11	1	0.81	2.60	A	28.5	50	5,000	13	1	0.83	3.22	A	
		Corridor	**4**	**466**	**23.9**	**50**	**4,869**	**12**	**0**	**0.81**	**2.59**	**A**	**28.5**	**50**	**5,000**	**15**	**0**	**0.82**	**3.20**	**A**	
McComb																					
Hancock	N-467	PARK DRIVE	2	1,780	23.9	50	4,869	47	3	0.85	2.71	A	28.5	50	5,000	58	3	0.86	3.36	A	
Hancock	N-467	MAIN ST.	2	1,680	23.9	50	4,869	45	3	0.85	2.71	A	28.5	50	5,000	54	3	0.86	3.35	A	

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

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
					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
Hancock	N-467	LIBERTY ST.	2	570	23.9	50	4,869	15	1	0.82	2.61	A	28.5	50	5,000	18	1	0.83	3.23	A	
Hancock	N-467	N. TODD ST.	2	1,480	23.9	50	4,869	39	2	0.84	2.69	A	28.5	50	5,000	48	2	0.86	3.33	A	
		Corridor	**8**	**5,510**	**23.9**	**50**	**4,869**	**147**	**2**	**0.84**	**2.68**	**A**	**28.5**	**50**	**5,000**	**178**	**2**	**0.85**	**3.32**	**A**	
McComb																					
Hancock	N-467	CHURCH ST.	2	260	23.9	50	4,869	7	0	0.81	2.59	A	28.5	50	5,000	8	0	0.82	3.20	A	
Hancock	N-467	WALNUT ST.	2	120	23.9	50	4,869	3	0	0.81	2.58	A	28.5	50	5,000	4	0	0.82	3.19	A	
Hancock	N-467	RADER ST.	2	1,520	23.9	50	4,869	41	2	0.84	2.69	A	28.5	50	5,000	49	2	0.86	3.33	A	
		Corridor	**6**	**1,900**	**23.9**	**50**	**4,869**	**51**	**1**	**0.82**	**2.62**	**A**	**28.5**	**50**	**5,000**	**62**	**1**	**0.83**	**3.24**	**A**	
Leipsic																					
Putnam	N-467	BELMORE ST.	2	1,900	23.9	40	4,869	59	4	1.00	3.74	A	28.5	40	5,000	72	4	1.02	4.64	A	
Putnam	N-467	COMMERCIAL ST.	1	40	23.9	40	4,869	1	0	0.94	3.54	A	28.5	40	5,000	2	0	0.96	4.39	A	
Putnam	N-467	EASTON ST.	2	100	23.9	40	4,869	3	0	0.94	3.54	A	28.5	40	5,000	4	0	0.96	4.39	A	
		Corridor	**5**	**2,040**	**23.9**	**40**	**4,869**	**64**	**2**	**0.97**	**3.62**	**A**	**28.5**	**40**	**5,000**	**78**	**2**	**0.98**	**4.49**	**A**	
West Leipsic																					
Putnam	N-467	WERNER	2	2,280	23.9	50	4,869	61	4	0.86	2.76	A	28.5	50	5,000	74	4	0.88	3.41	A	
Putnam	N-467	SOUTH ST.	2	590	23.9	50	4,869	16	1	0.82	2.62	A	28.5	50	5,000	19	1	0.83	3.24	A	
		Corridor	**4**	**2,870**	**23.9**	**50**	**4,869**	**77**	**2**	**0.84**	**2.69**	**A**	**28.5**	**50**	**5,000**	**93**	**2**	**0.85**	**3.32**	**A**	
Continental																					
Putnam	N-467	MAIN ST.	2	2,570	23.9	50	4,869	69	4	0.87	2.78	A	28.5	50	5,000	83	4	0.89	3.44	A	
Putnam	N-467	PALMER TWP/SR-18	1	40	23.9	50	4,869	1	0	0.81	2.58	A	28.5	50	5,000	1	0	0.82	3.19	A	
		Corridor	**3**	**2,610**	**23.9**	**50**	**4,869**	**70**	**3**	**0.85**	**2.71**	**A**	**28.5**	**50**	**5,000**	**85**	**3**	**0.86**	**3.35**	**A**	
Continental																					
Putnam	N-467	6TH ST.	2	480	23.9	40	4,869	15	1	0.96	3.58	A	28.5	40	5,000	18	1	0.97	4.44	A	
Putnam	N-467	MAIN ST.	2	4,240	23.9	40	4,869	133	8	1.08	4.04	A	28.5	40	5,000	161	8	1.10	5.01	B	
		Corridor	**4**	**4,720**	**23.9**	**40**	**4,869**	**148**	**4**	**1.01**	**3.80**	**A**	**28.5**	**40**	**5,000**	**179**	**5**	**1.03**	**4.71**	**A**	
Latty																					
Paulding	N-467	ALEXANDER ST.	1	10	23.9	50	4,869	0	0	0.80	2.57	A	28.5	50	5,000	0	0	0.82	3.18	A	
Paulding	N-467	VAN WERT ST.	2	190	23.9	50	4,869	5	0	0.81	2.58	A	28.5	50	5,000	6	0	0.82	3.20	A	
Paulding	N-467	LEWIS ST.	2	80	23.9	50	4,869	2	0	0.81	2.58	A	28.5	50	5,000	3	0	0.82	3.19	A	
		Corridor	**5**	**280**	**23.9**	**50**	**4,869**	**7**	**0**	**0.81**	**2.58**	**A**	**28.5**	**50**	**5,000**	**9**	**0**	**0.82**	**3.19**	**A**	
Payne																					
Paulding	N-467	MAPLE ST.	2	410	23.9	50	4,869	11	1	0.81	2.60	A	28.5	50	5,000	13	1	0.83	3.22	A	
Paulding	N-467	LAURA ST.	2	630	23.9	50	4,869	17	1	0.82	2.62	A	28.5	50	5,000	20	1	0.83	3.24	A	
Paulding	N-467	MAIN ST.	2	1,810	23.9	50	4,869	48	3	0.85	2.72	A	28.5	50	5,000	59	3	0.86	3.36	A	
		Corridor	**6**	**2,850**	**23.9**	**50**	**4,869**	**76**	**2**	**0.83**	**2.65**	**A**	**28.5**	**50**	**5,000**	**92**	**2**	**0.84**	**3.27**	**A**	

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ATTACHMENT G-7

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

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

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

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ATTACHMENT G-8

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

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

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	*Pre-Acquisition* 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	*Post-Acquisition* Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Clyde																					
Sandusky	N-079	SPRING ST.	2	1,280	7.7	30	4,869	16	3	1.22	1.83	A	27.2	30	5,000	58	3	1.24	6.75	B	
Sandusky	N-079	AMANDA ST.	2	1,230	7.7	30	4,869	15	3	1.22	1.83	A	27.2	30	5,000	56	3	1.24	6.74	B	
Sandusky	N-079	NELSON ST.	2	250	7.7	30	4,869	3	1	1.18	1.78	A	27.2	30	5,000	11	1	1.21	6.54	B	
Sandusky	N-079	GEORGE ST.	2	720	7.7	30	4,869	9	2	1.20	1.80	A	27.2	30	5,000	33	2	1.22	6.64	B	
Sandusky	N-079	VINE ST.	2	830	7.7	30	4,869	10	2	1.20	1.81	A	27.2	30	5,000	38	2	1.23	6.66	B	
Sandusky	N-079	MAIN ST.	2	7,230	7.7	30	4,869	91	17	1.49	2.25	A	27.2	30	5,000	327	17	1.53	8.28	B	
Sandusky	N-079	MAPLE ST.	2	3,180	7.7	30	4,869	40	7	1.29	1.95	A	27.2	30	5,000	144	8	1.32	7.17	B	
Sandusky	N-079	CHURCH ST.	2	610	7.7	30	4,869	8	1	1.19	1.80	A	27.2	30	5,000	28	1	1.22	6.62	B	
Sandusky	N-079	DUANE ST.	2	1,800	7.7	30	4,869	23	4	1.24	1.86	A	27.2	30	5,000	81	4	1.26	6.86	B	
Sandusky	N-079	EAST ST.	2	410	7.7	30	4,869	5	1	1.19	1.79	A	27.2	30	5,000	19	1	1.21	6.58	B	
		Corridor	**20**	**17,540**	**7.7**	**30**	**4,869**	**220**	**4**	**1.24**	**1.86**	**A**	**27.2**	**30**	**5,000**	**793**	**4**	**1.26**	**6.85**	**B**	

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ATTACHMENT G-9

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

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

					Pre-Acquisition								*Post-Acquisition*								
County	Site 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
Alvordton																					
Williams	N-476	CR-19	2	50	15.2	50	4,869	1	0	0.80	1.64	A	17.3	50	5,000	1	0	0.82	1.93	A	
Williams	N-476	CR-P	2	40	15.2	50	4,869	1	0	0.80	1.64	A	17.3	50	5,000	1	0	0.82	1.93	A	
		Corridor	**4**	**90**	**15.2**	**50**	**4,869**	**2**	**0**	**0.80**	**1.64**	**A**	**17.3**	**50**	**5,000**	**2**	**0**	**0.82**	**1.93**	**A**	
Blakeslee																					
Williams	N-476	CR-49	2	1,150	15.2	50	4,869	20	2	0.83	1.69	A	17.3	50	5,000	23	2	0.85	2.00	A	
Williams	N-476	CR-F	2	270	15.2	50	4,869	5	0	0.81	1.65	A	17.3	50	5,000	5	0	0.82	1.95	A	
		Corridor	**4**	**1,420**	**15.2**	**50**	**4,869**	**24**	**1**	**0.82**	**1.67**	**A**	**17.3**	**50**	**5,000**	**28**	**1**	**0.84**	**1.97**	**A**	

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ATTACHMENT G-10

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

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

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	Pre-Acquisition								Post-Acquisition								
					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
New London																					
Huron	C-061	W. MAIN ST.	2	3,610	14.5	50	4,869	58	6	0.90	1.75	A	53	50	5,000	217	6	0.92	6.63	B	
Huron	C-061	N. MAIN ST.	2	3,870	14.5	50	4,869	63	6	0.91	1.76	A	53	50	5,000	233	6	0.92	6.68	B	
		Corridor	**4**	**7,480**	**14.5**	**50**	**4,869**	**121**	**6**	**0.90**	**1.75**	**A**	**53**	**50**	**5,000**	**451**	**6**	**0.92**	**6.65**	**B**	
Wellington																					
Lorain	C-061	HERRICK AVE.	2	7,870	14.5	50	4,869	127	13	1.05	2.04	A	53	50	5,000	474	13	1.07	7.72	B	
Lorain	C-061	NO. MAIN ST.	2	8,120	14.5	50	4,869	131	13	1.06	2.06	A	53	50	5,000	489	13	1.08	7.80	B	
		Corridor	**4**	**15,990**	**14.5**	**50**	**4,869**	**259**	**13**	**1.05**	**2.05**	**A**	**53**	**50**	**5,000**	**963**	**13**	**1.07**	**7.76**	**B**	

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ATTACHMENT G-11

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

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

County	Site ID	Roadway Name	Number of Roadway Lanes	ADT	*Pre-Acquisition*								*Post-Acquisition*								
					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
Lafayette																					
Tippecanoe	N-046	17TH & SALEM ST.	4	6,323	18.4	25	4,869	219	9	1.50	6.23	B	40.2	25	5,000	489	9	1.53	14.21	B	
Tippecanoe	N-046	UNION ST.	2	9,955	18.4	25	4,869	345	27	1.93	8.02	B	40.2	25	5,000	771	28	1.97	18.30	C	
		Corridor	**6**	**16,278**	**18.4**	**25**	**4,869**	**564**	**15**	**1.62**	**6.73**	**B**	**40.2**	**25**	**5,000**	**1260**	**15**	**1.65**	**15.36**	**C**	
Lafayette																					
Tippecanoe	N-046	FERRY ST.	2	6,121	18.4	25	4,869	212	17	1.66	6.90	B	40.2	25	5,000	474	17	1.70	15.75	C	
Tippecanoe	N-046	MAIN ST.	2	7,654	18.4	25	4,869	265	21	1.76	7.31	B	40.2	25	5,000	592	21	1.80	16.68	C	
Tippecanoe	N-046	11TH ST.	2	730	18.4	25	4,869	25	2	1.39	5.77	B	40.2	25	5,000	57	2	1.42	13.16	B	
Tippecanoe	N-046	COLUMBIA ST.	3	8,546	18.4	25	4,869	296	15	1.63	6.80	B	40.2	25	5,000	662	16	1.67	15.51	C	
Tippecanoe	N-046	10TH ST.	2	2,622	18.4	25	4,869	91	7	1.47	6.12	B	40.2	25	5,000	203	7	1.50	13.97	B	
Tippecanoe	N-046	SOUTH ST./SR-26	3	7,890	18.4	25	4,869	274	14	1.61	6.69	B	40.2	25	5,000	611	15	1.64	15.27	C	
Tippecanoe	N-046	9TH ST.	2	8,565	18.4	25	4,869	297	23	1.82	7.57	B	40.2	25	5,000	663	24	1.86	17.28	C	
Tippecanoe	N-046	8TH ST.	2	3,513	18.4	25	4,869	122	10	1.51	6.30	B	40.2	25	5,000	272	10	1.55	14.38	B	
Tippecanoe	N-046	7TH ST.	2	1,375	18.4	25	4,869	48	4	1.41	5.88	B	40.2	25	5,000	106	4	1.45	13.43	B	
Tippecanoe	N-046	NEW YORK ST.	2	252	18.4	25	4,869	9	1	1.37	5.69	B	40.2	25	5,000	20	1	1.40	12.97	B	
Tippecanoe	N-046	ROMIG ST.	2	982	18.4	25	4,869	34	3	1.40	5.81	B	40.2	25	5,000	76	3	1.43	13.27	B	
Tippecanoe	N-046	LINGLE ST.	2	1,471	18.4	25	4,869	51	4	1.42	5.90	B	40.2	25	5,000	114	4	1.45	13.47	B	
		Corridor	**26**	**49,721**	**18.4**	**25**	**4,869**	**1724**	**10**	**1.53**	**6.37**	**B**	**40.2**	**25**	**5,000**	**3849**	**11**	**1.56**	**14.53**	**B**	
Lafayette																					
Tippecanoe	N-046	5TH ST.	2	209	18.4	25	4,869	7	1	1.37	5.68	B	40.2	25	5,000	16	1	1.40	12.96	B	
Tippecanoe	N-046	4TH ST.	2	12,060	18.4	25	4,869	418	33	2.12	8.80	B	40.2	25	5,000	934	33	2.16	20.09	C	
Tippecanoe	N-046	3RD ST.	2	3,823	18.4	25	4,869	133	10	1.53	6.37	B	40.2	25	5,000	296	11	1.56	14.53	B	
Tippecanoe	N-046	POCANO HILL RD	2	2,265	18.4	25	4,869	79	6	1.45	6.05	B	40.2	25	5,000	175	6	1.49	13.81	B	
		Corridor	**7**	**18,357**	**18.4**	**25**	**4,869**	**636**	**14**	**1.61**	**6.69**	**B**	**40.2**	**25**	**5,000**	**1421**	**15**	**1.64**	**15.26**	**C**	

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APPENDIX H
Transportation: Roadway Systems Analysis

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CONTENTS

FIGURES

TABLES

APPENDIX H
TRANSPORTATION: ROADWAY SYSTEMS ANALYSIS

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) conducted additional transportation analyses to respond to comments on the Draft Environmental Impact Statement (Draft EIS) and to reflect updated information that the Applicants[1] provided after publication of the Draft EIS. In response to comments on the Draft EIS and previously filed Comments and Requests for Conditions, SEA conducted a detailed analysis of transportation systems in the New York City/northern New Jersey metropolitan area (metropolitan area) potentially affected by the proposed Conrail Acquisition. SEA conducted additional transportation analyses to reflect updated information that NS supplied for its proposed Sandusky, Ohio, and AmeriPort/South Philadelphia intermodal facilities. SEA also conducted additional transportation analyses to reflect revised estimates of truck increases by NS at the Morrisville, Pennsylvania, intermodal facility. This appendix provides descriptions of the additional transportation analyses that SEA conducted for the Final Environmental Impact Statement (Final EIS).

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

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

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

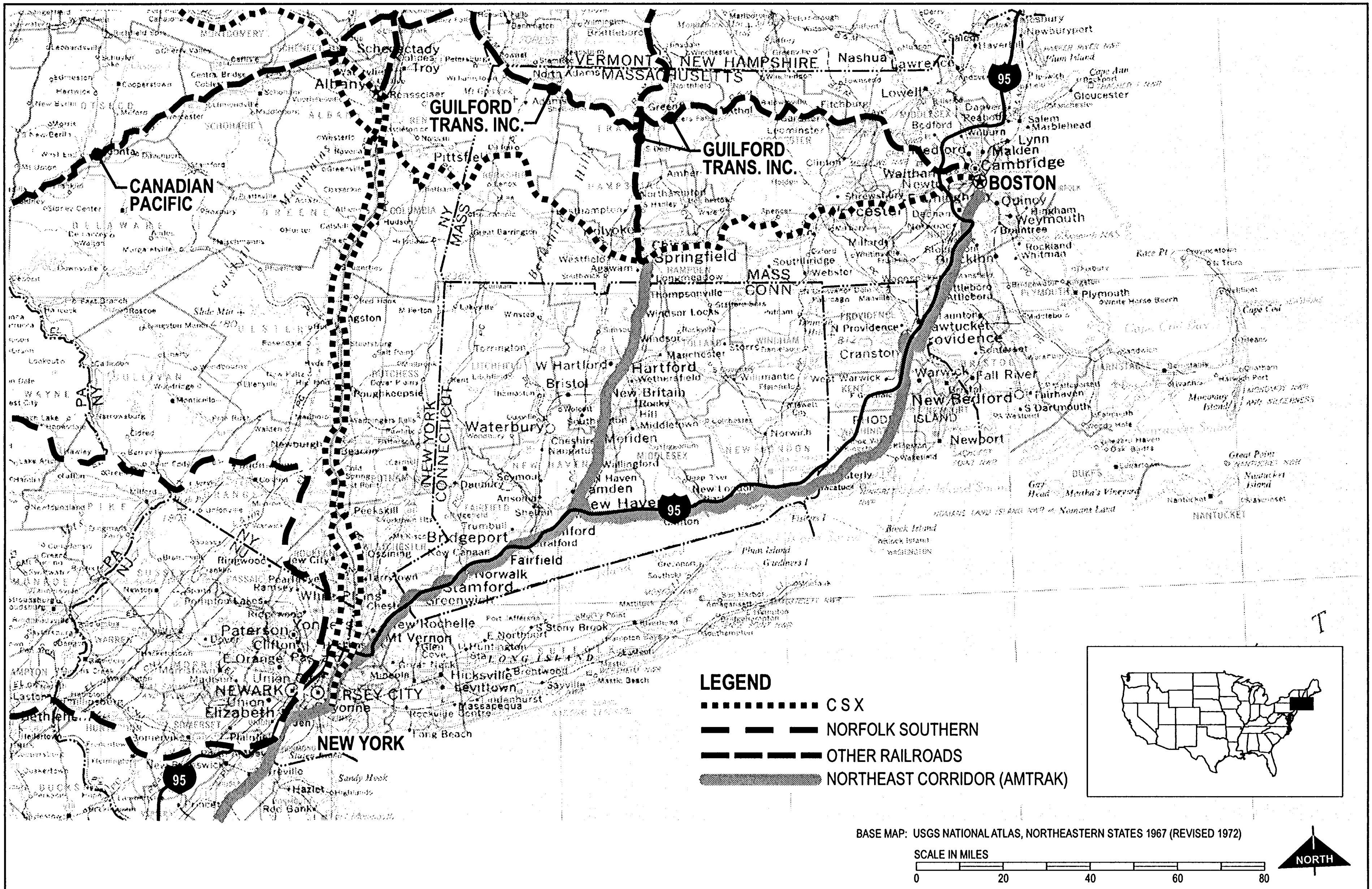

FIGURE H-1
PROPOSED TRANSPORTATION ROUTES
METROPOLITAN NEW YORK CITY AREA AND SOUTHERN NEW ENGLAND

H.1.1 Existing Transportation Environment

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

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

Rail Operations

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

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

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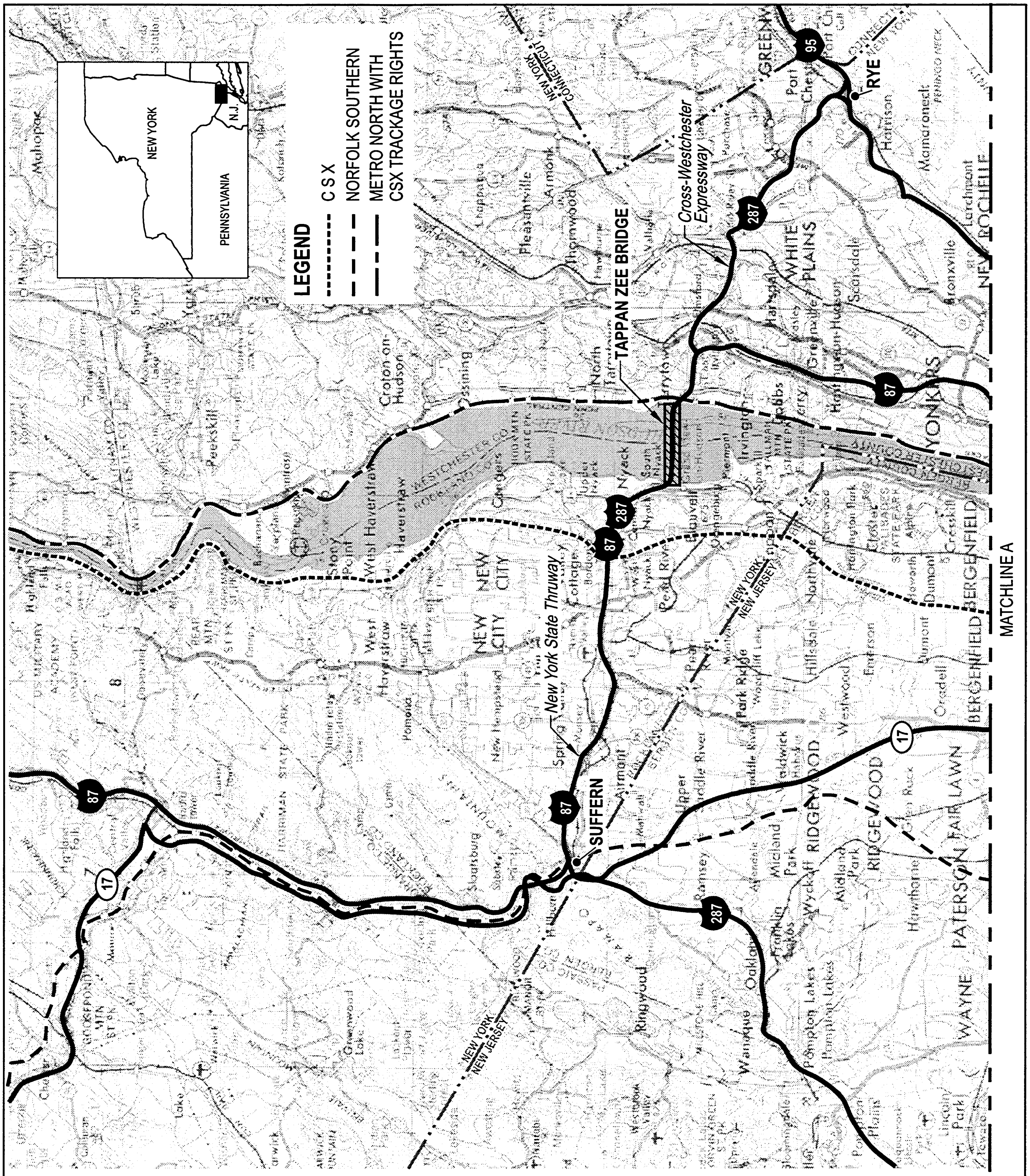
2 Providence and Worcester Railroad (P&W) operates seasonal aggregate trains from New Haven, Connecticut, to Fresh Pond Junction in Queens, New York, under an agreement with Conrail, Connecticut Department of Transportation, New York Metropolitan Transportation Authority and Amtrak. P&W also has an exclusive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



BASE MAPS: USGS 1:250,000 - NEWARK, N.J.; PA.; N.Y. 1969; SCRANTON, PA.; N.Y.; N.J. 1976; HARTFORD, CONN.; N.Y.; N.J.; MASS. 1975; NEW YORK, N.Y.; N.J.; CONN. 1979

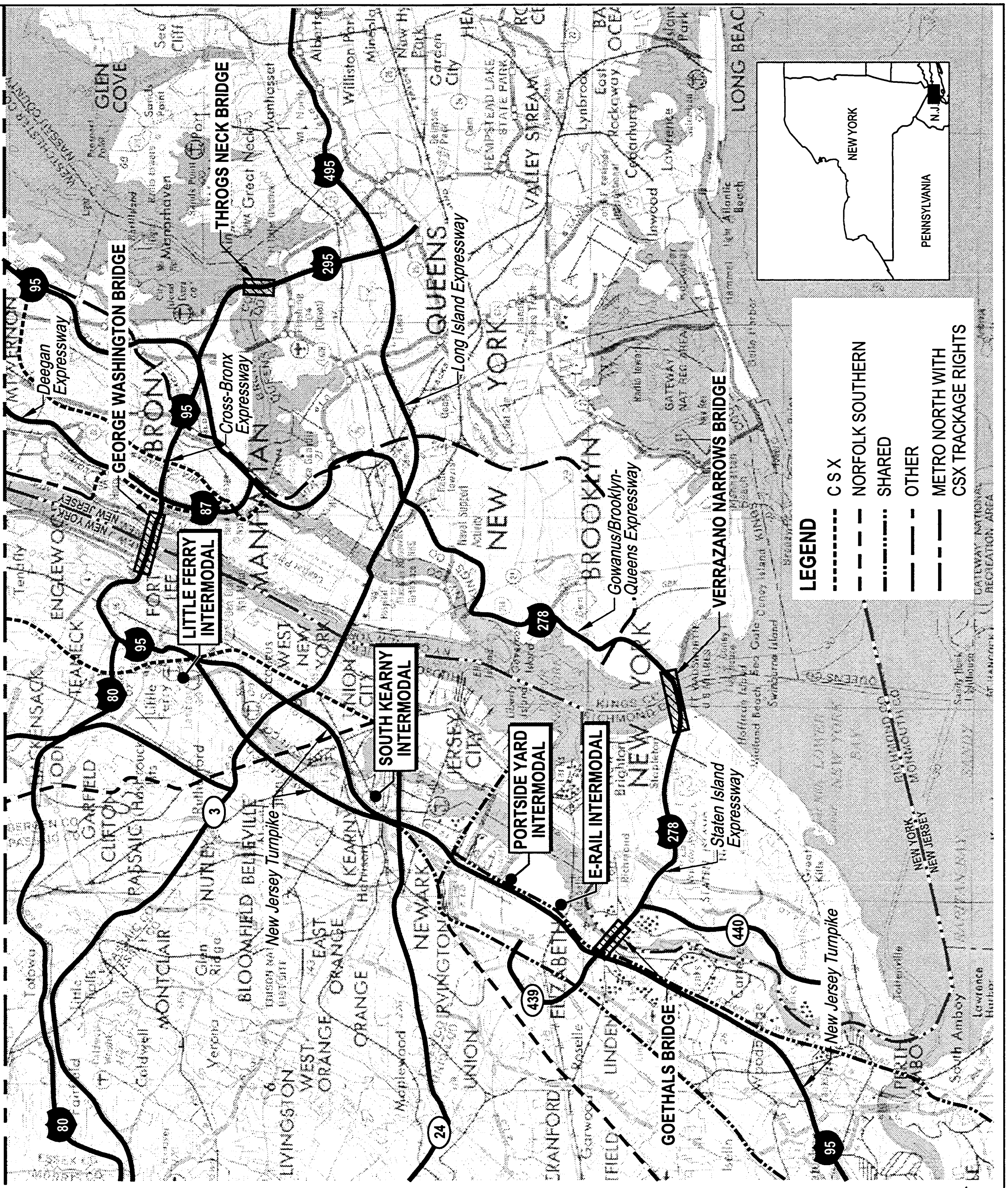
SCALE IN MILES

0 2.5 5 7.5 10

NORTH

FIGURE H-2A

METROPOLITAN NEW YORK CITY AREA MAJOR TRANSPORTATION FACILITIES AND TRUCK ROUTES



BASE MAPS: USGS 1:250,000 - NEWARK, N.J.; PA.; N.Y. 1969; SCRANTON, PA.; N.Y.; N.J. 1976; HARTFORD, CONN.; N.Y.; N.J.; MASS. 1975; NEW YORK, N.Y.; N.J.; CONN. 1979

SCALE IN MILES
0 2.5 5 7.5 10

FIGURE H-2B

METROPOLITAN NEW YORK CITY AREA MAJOR TRANSPORTATION FACILITIES AND TRUCK ROUTES

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

Truck Traffic

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

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

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

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

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

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

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

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

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

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

H.1.2 The Applicants' Proposed Operations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commentor	Comments/Concerns/Requested Conditions	Type of Filings
Capital District Transportation Committee	• Seeks freight rail competition in New York City and southern New England.	• Comments on the Draft EIS
State of Connecticut Department of Transportation	• Draft EIS underestimates truck traffic on I-95. • Truck traffic increases would cause adverse environmental effects. • Seeks freight rail competition to Connecticut and intermodal service on the Northeast Corridor.	• Comments (and Request for Conditions) • Comments on the Draft EIS
Conservation Law Foundation	• Seeks CSX cooperation with Massachusetts Bay Transportation Authority and Amtrak for improved passenger rail service and access. • Seeks an intermodal transfer facility in the Port of Boston to avoid truck drayage. • Seeks increased freight rail service between metropolitan area and New England.	• Comments (and Request for Conditions) • Comments on the Draft EIS
United States Representative Jerrold Nadler and 23 Members of Congress from the States of New York and Connecticut	• Draft EIS addresses only local effects of truck trips involving the New Jersey Shared Assets Area. • New truck traffic crossing the George Washington Bridge and the Cross-Bronx Expressway would increase air pollution and environmental justice impacts in that area. • Seeks use of car float operation across New York Harbor to Bay Ridge line. • Seeks New York connecting railroad from Fresh Pond Junction to Oak Point Yard. • Seeks inclusion in the North Jersey Shared Assets Area of connecting tracks between Oak Point and Harlem River Yards and to the New York Terminal Produce Market, with equal access by other connecting carriers.	• Intervention Petition • Comments (and Request for Conditions) • Comments on the Draft EIS • Brief

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

Commentor	Comments/Concerns/Requested Conditions	Type of Filings
State of New York Department of Transportation	• New truck traffic crossing the George Washington Bridge and Cross-Bronx Expressway would increase air pollution in that area. • Seeks trackage rights on behalf of another railroad between connections of the Delaware and Hudson Railroad (CP) and points in New York City and Long Island, NY (for example, the Conrail Hudson Line). • Seeks elimination of limitation on Metro-North to grant trackage rights over that line.	• Responsive Application • Comments (and Request for Conditions) • Comments on the Draft EIS • Brief
New York City Economic Development Corporation	• See Comments/Concerns for State of New York Department of Transportation.	• Responsive Application • Comments (and Request for Conditions) • Comments on the Draft EIS
New York Cross Harbor Railroad Terminal Corp.	• Seeks requirement that CSX route all shipper-directed traffic between mid-Atlantic and metropolitan area and southern New England via NYCH if shortest route. • Seeks CSX/NS joint responsibility for existing liabilities.	• Comments (and Request for Conditions)
Rutgers Environmental Law Clinic (Tri-State Transportation Campaign)	• Seeks freight rail competition in the New York City area. • Seeks inclusion or study of car float operation across the New York Harbor. • Seeks trackage rights for NS from 65th St. to Bronx Oak Point Yard and Hunts Point Market. • Grant NS trackage rights on Northeast Corridor to Connecticut and Massachusetts. • Transfer to NS residual Conrail freight rights through Bergen. (Hudson River) tunnels and Penn Station in New York City. • Require CSX to establish an intermodal terminal at Harlem River Yard.	• Comments (and Request for Conditions) • Comments on the Draft EIS
South Western Regional Planning Agency	• Increases in heavy truck traffic on I-95 in Connecticut due to new truck trips to and from intermodal facilities in North Jersey Shared Assets Area will cause air and noise pollution and adversely impact highway safety. • Seeks conditions proposed by Congressman Nadler and 23 Members of Congress from the states of New York and Connecticut.	• Comments on Scope of the Draft EIS • Comments on the Draft EIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[6] 1996 for the Tappan Zee Bridge and George Washington Bridge; 1997 for the Verrazano Narrows Bridge.

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

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

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

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

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

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

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

[a] Sources: Truck ADTs – New York State Department of Transportation, Port Authority of New York and New Jersey (1997); Port Authority of New York and New Jersey (1996).

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

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

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

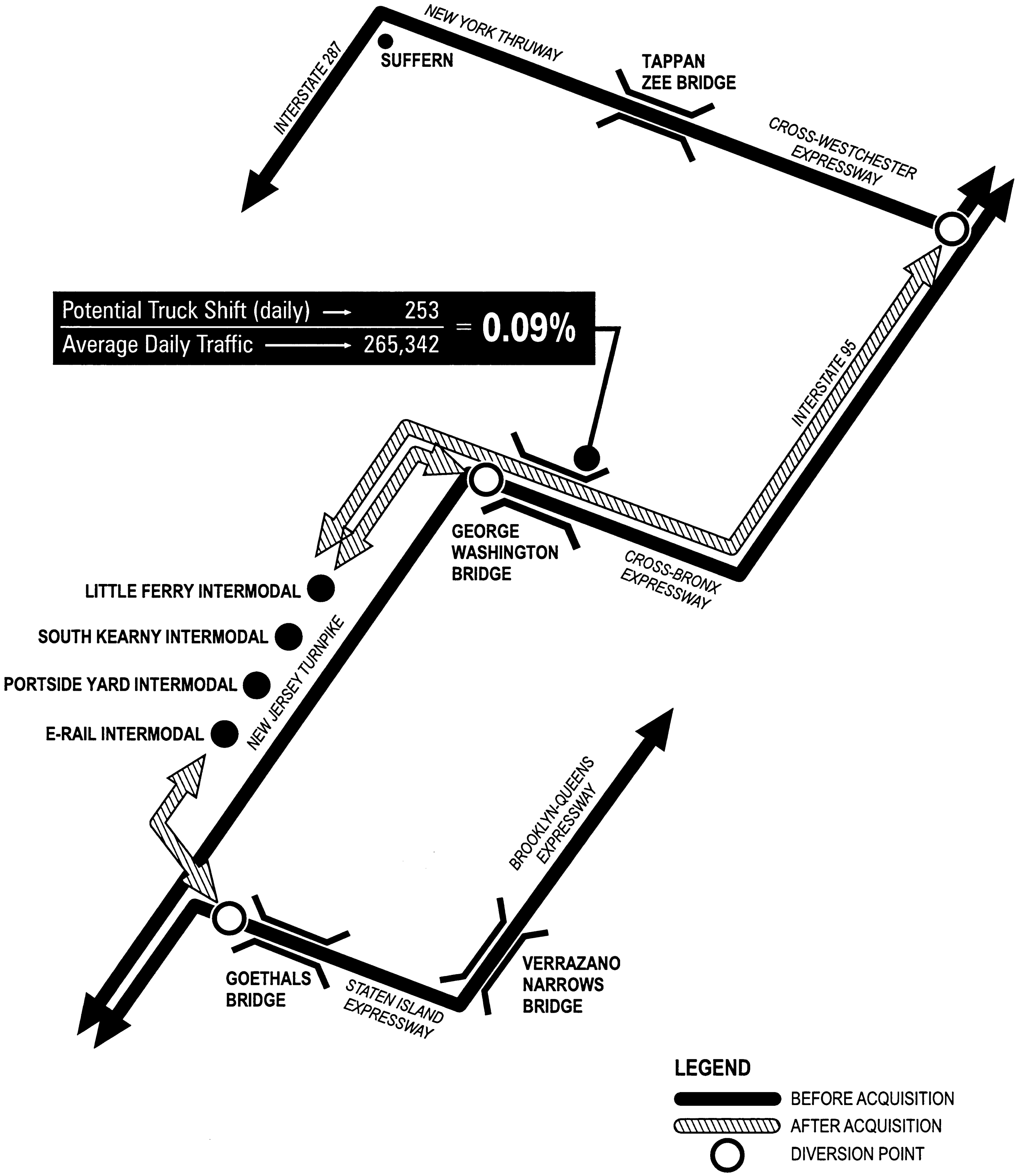

FIGURE H-3

METROPOLITAN NEW YORK CITY AREA
MAXIMUM POTENTIAL TRUCK ROUTE SHIFTS

H.2 NS PROPOSED SANDUSKY INTERMODAL FACILITY

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

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

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

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

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

a Source: Ohio Turnpike Commission data.

b Source: Ohio Department of Transportation data.

c Source: Erie County, Ohio, data.

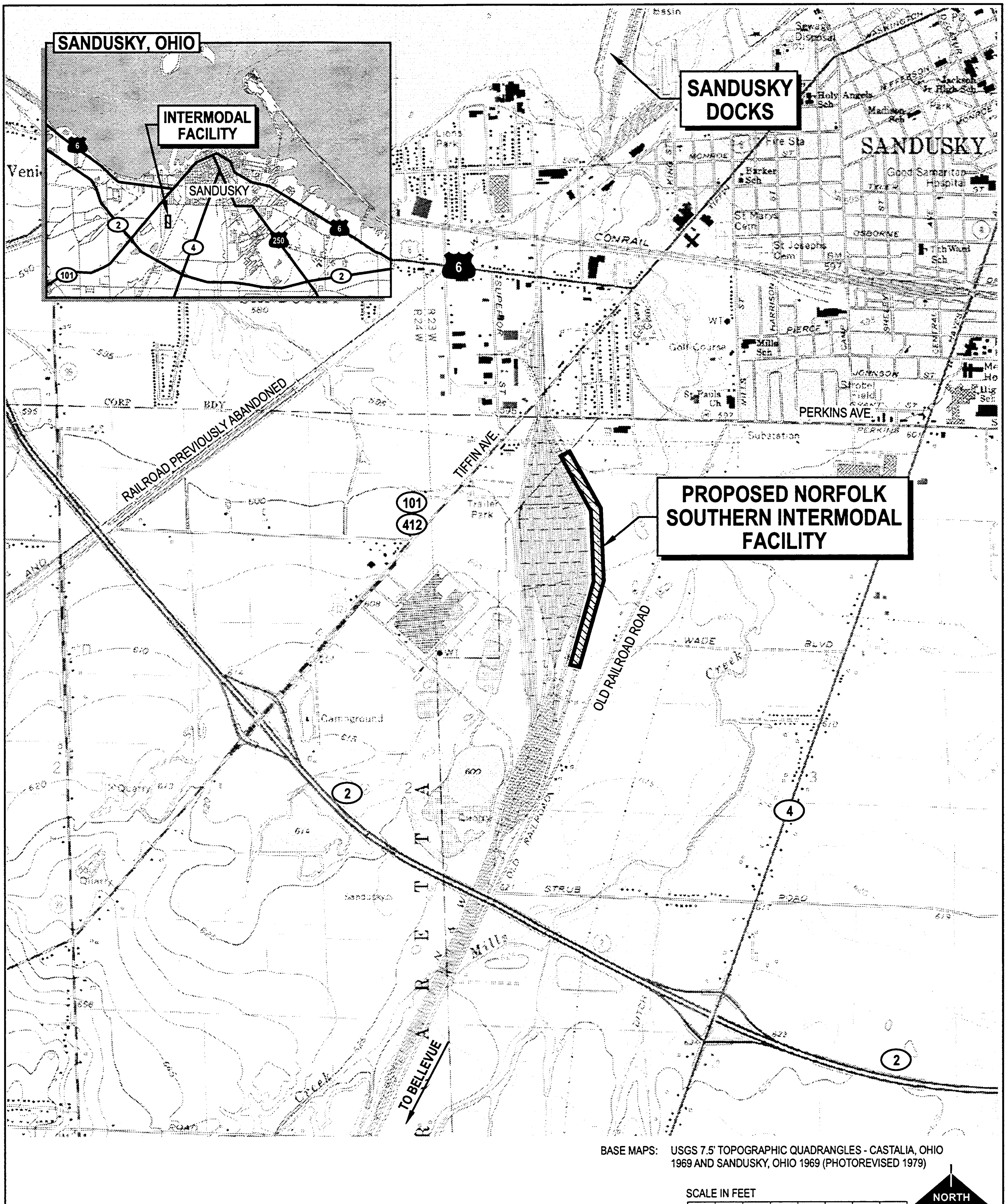

FIGURE H-4

NS - SANDUSKY TRIPLE CROWN SERVICES FACILITY

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

H.3 PHILADELPHIA AREA INTERMODAL FACILITIES

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

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

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

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

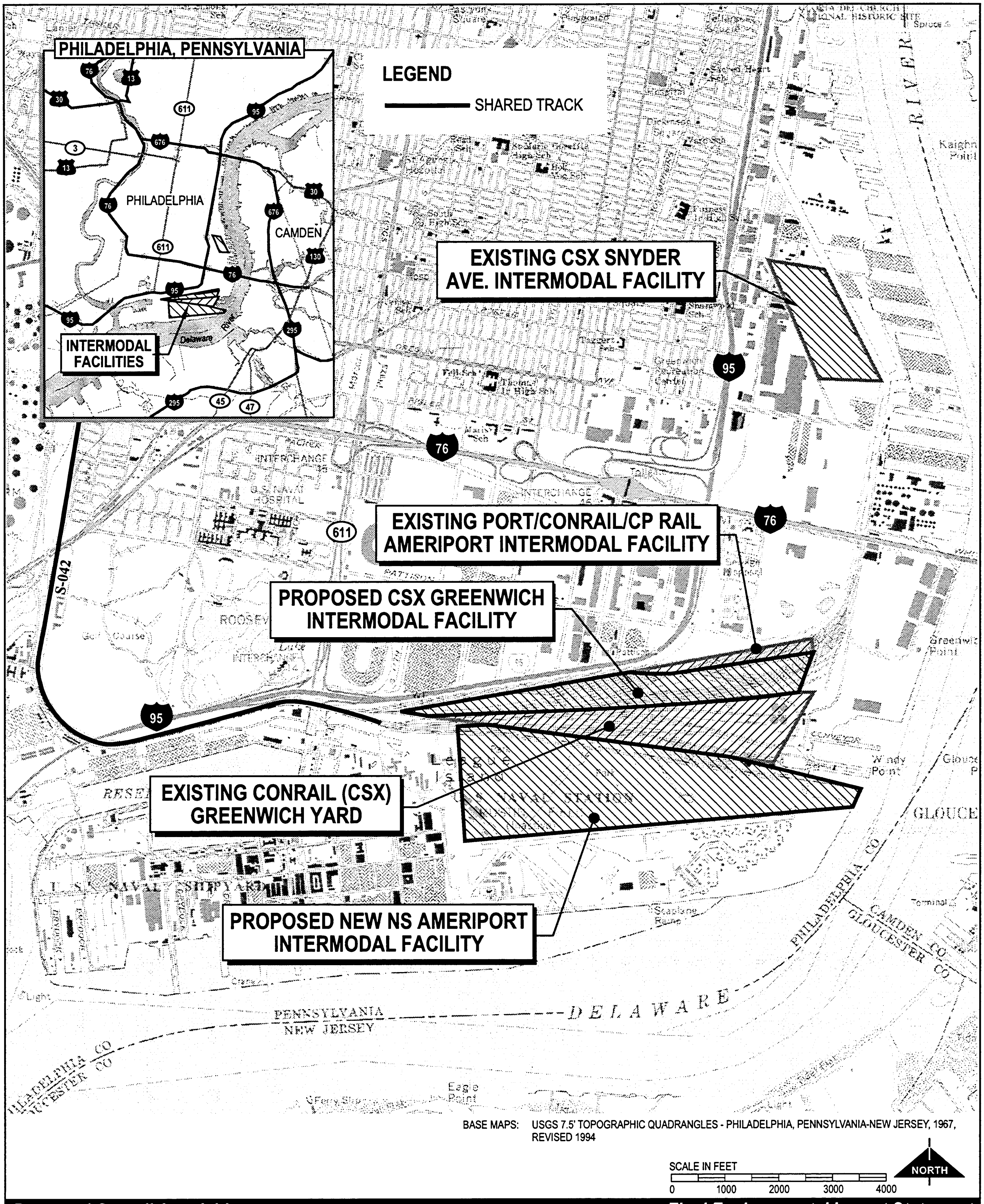

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FIGURE H-5

CSX AND NS SOUTH PHILADELPHIA INTERMODAL FACILITIES

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

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

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

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

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

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

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

H.3.1 Proposed NS AmeriPort/South Philadelphia Intermodal Facility

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

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

NS expects the proposed facility to handle 122 trucks per day, which corresponds to 244 new truck trips per day (one trip into the facility and one trip out of the facility). SEA assumed that 50 percent of the new truck trips would use Interstate 76 and 50 percent would use Interstate 95. All of the new truck trips would use South Broad Street (State Route 611). SEA analyzed the average daily traffic volumes on the roadways approaching the proposed facility to determine the potential effects of these additional truck trips on those roadways. Table H-6 summarizes the results of SEA's analysis.

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

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

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

[a] Source: Delaware Valley Regional Planning Commission data.

H.3.2 Revised Analysis for NS Morrisville Intermodal Facility

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

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

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

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

TABLE H-7
TRAFFIC ANALYSIS SUMMARY FOR MORRISVILLE INTERMODAL FACILITY

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

a Source: Delaware Valley Regional Planning Commission.

APPENDIX I
Air Quality Analysis

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CONTENTS

TABLES

ATTACHMENTS

APPENDIX I
AIR QUALITY ANALYSIS

This appendix describes the additional air quality analyses that the Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) conducted for the Final Environmental Impact Statement (Final EIS) of the proposed Conrail Acquisition. SEA conducted additional air quality analyses in response to public comments on the Draft EIS and for updated railroad operations data that the Applicants[1] provided after preparation of the Draft EIS.

I.1 EMISSIONS ANALYSES

Appendix E, "Air Quality," of the Draft EIS describes the initial emissions analysis that SEA conducted. Chapter 4, "System-wide and Regional Setting, Impacts, and Proposed Mitigation," of the Draft EIS presents the results of SEA's initial system-wide and regional impact analysis. Chapter 5, "State Settings, Impacts, and Proposed Mitigation," of the Draft EIS presents the results of SEA's initial emissions analysis for counties or other local jurisdictions. SEA conducted additional emissions analyses to determine the potential air quality impacts associated with:

- Increased rail activity in three counties (Butler, Hamilton, and Ottawa Counties, Ohio) that SEA did not analyze in the Draft EIS, and revised information provided by the Applicants on rail activity in two counties (Vanderburgh County, Indiana, and Wayne County, Michigan) that SEA had analyzed in the Draft EIS.

- Additional rail segments that would meet or exceed the Board's thresholds for environmental analysis due to Inconsistent and Responsive applications and Settlement Agreements.

SEA conducted its additional emissions analyses using the same process in the Final EIS that it used in the Draft EIS. (See Draft EIS, Appendix E, "Air Quality," Section E.6, "County Emissions Estimation.") SEA developed the following five-step process for its emissions analysis:

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

1. Determine which rail line segments, intermodal facilities, and/or rail yards would meet or exceed the Board's thresholds for air quality analysis if the Board approves the proposed Conrail Acquisition.

2. Identify counties or independent jurisdictions that include portions of rail line segments, intermodal facilities, and rail yards that would meet or exceed the Board's thresholds for environmental analysis of air quality impacts.

3. Total the estimated emissions increases on the portions of rail line segments, intermodal facilities, and/or rail yards in the counties/jurisdictions identified.

4. Compare total estimated emissions increases for the affected counties/jurisdictions with the emissions screening levels that SEA developed based on U.S. Environmental Protection Agency (EPA) emissions levels for stationary source permitting. (See Table I-1.)

5. Conduct a detailed emissions analysis for the counties in which the estimated emissions increase would exceed the appropriate emissions screening level. The detailed analysis considers all potential emissions increases and decreases from the proposed Conrail Acquisition and related activities.

TABLE I-1
COUNTY/JURISDICTION EMISSIONS SCREENING LEVELS

Pollutant	Area Designation	Emissions Screening Level[a] (tons per year)
Nitrogen Oxides (NO_x)	NO_2 Attainment/Maintenance Area or Ozone (O_3) Marginal/Moderate Nonattainment Area (NAA) or O_3 Attainment/Maintenance	100
	O_3 Serious NAA	50
	O_3 Severe NAA	25
Volatile Organic Compounds (VOCs)	O_3 Attainment/Maintenance Outside Northeast Ozone Transport Region (OTR)[b] or O_3 Marginal/Moderate NAA Outside OTR	100
	O_3 Attainment/Maintenance Inside OTR or O_3 Marginal/Moderate NAA Inside OTR or O_3 Serious NAA	50
	O_3 Severe NAA	25

TABLE I-1
COUNTY/JURISDICTION EMISSIONS SCREENING LEVELS

Pollutant	Area Designation	Emissions Screening Level[a] (tons per year)
Carbon Monoxide (CO)	CO Attainment/Maintenance or CO Marginal/Moderate NAA	100
	CO Serious NAA	50
Particles < 10 Microns (PM_{10})	PM_{10} Attainment/Maintenance or PM_{10} Moderate NAA	100
	PM_{10} Serious NAA	70
Sulfur Dioxide (SO_2)	SO_2 Attainment or NAA	100
Lead	Lead Attainment or NAA	0.6

[a] The emissions screening levels for NO_x, VOCs, CO, PM_{10}, and SO_2 are based on EPA general conformity emission thresholds and Clean Air Act Amendments Title V emission thresholds. The emissions screening level for lead is based on EPA New Source Review emission threshold for major modification.

[b] The OTR is an area consisting of the northeastern states (from Maine through Pennsylvania and northern Virginia) that was delineated by the 1990 Clean Air Act Amendments as an area of special concern because of substantial transport of ozone and its precursor pollutants (NO_x and VOCs) across state and county boundaries.

I.1.1 Additional and Revised Emissions Analyses

SEA conducted emissions analyses for three additional counties that SEA did not analyze in the Draft EIS. The additional counties for which SEA conducted emissions analyses are Butler, Hamilton, and Ottawa Counties in Ohio. If the Board approves the proposed Conrail Acquisition, the rail line segments, intermodal facilities, and/or rail yards in Butler, Hamilton, and Ottawa Counties, Ohio would meet or exceed the Board's threshold for environmental analysis of air quality impacts. SEA did not include an analysis of these counties in the Draft EIS because it did not have the data to calculate the emissions prior to preparation of the Draft EIS.

SEA revised its emissions analysis of Wayne County, Michigan, using updated information the Applicants provided after issuance of the Draft EIS. SEA's revised emissions analysis of Wayne County reflects NS's revised Operating Plan for the proposed Conrail Acquisition for:

- Rail line segment N-121 (West Detroit, Michigan, to Jackson, Michigan).
- Rail line segment C-214 (Detroit, Michigan, to Plymouth, Michigan).

- Rail line segment C-215 (Plymouth, Michigan, to Grand Rapids, Michigan).

NS's revised plan decreases the estimated amount of freight hauled annually on each of these rail line segments. Therefore, the emissions in Wayne County will be smaller than previously estimated. SEA also revised its analysis of Vanderburgh County, Indiana, to reflect slightly lower train traffic levels as a result of CSX's Settlement Agreement with the Louisville and Indiana Railroad. (See Section I.1.2, "Additional Emissions Analysis Associated With Increased Traffic from Inconsistent and Responsive Applications and Settlement Agreements.")

SEA's estimated emissions increases for activities that would meet or exceed the Board's thresholds for environmental analysis of air quality impacts did not exceed the appropriate screening level for any of the pollutants except nitrogen oxides (NO_x) in these counties. SEA, therefore, did not perform a detailed emissions analysis for any pollutants other than NO_x. The following sections provide the results of NO_x emissions analyses for the five additional counties.

Butler County, Ohio

Butler County is designated by the EPA as a moderate nonattainment area for ozone. The emission screening level for NO_x in Butler County is 100 tons per year. Table I-2 shows the results of SEA's NO_x emissions analysis for Butler County. SEA determined that the proposed Conrail Acquisition would result in a net increase in NO_x emissions in Butler County above the NO_x emissions screening level of 100 tons per year.

TABLE I-2
BUTLER COUNTY, OHIO
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (Railroad)	Identification	NO_x Emissions (tons/year)
Rail Line Segment (NS)	Dayton, OH to Ivorydale, OH	83.63
Rail Line Segment (NS)	Muncie, IN to Ivorydale, OH	65.21
Rail Line Segment (CSX)	Cincinnati, OH to Hamilton, OH	28.76
Rail Line Segment (CSX)	Middletown Jct., OH to Middletown, OH	-7.33
Rail Line Segment (CSX)	Indianapolis, IN to Hamilton, OH	15.51
Rail Yard (CSX)	Hamilton, OH	-10.14
Rail Yard (CSX)	Middletown, OH - Excello, OH	0.28
Truck Diversion (both)	County-wide	-8.81
Highway/Rail At-Grade	Affected Crossings >5,000 Vehicles/Day[a]	4.78
Total Acquisition-related Net Nitrogen Oxides Emissions Increase		171.89

TABLE I-2
BUTLER COUNTY, OHIO
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (Railroad)	Identification	NO_x Emissions (tons/year)
Nitrogen Oxides Emissions Screening Level		100.00
Existing (1995) County Total Nitrogen Oxides Emissions		17,272.22
Percent Increase in County Nitrogen Oxides Emissions		1.00%

The estimated increase in NO_x emissions in Butler County represents a 1.0 percent increase in the existing (1995) county-wide NO_x emissions (EPA, 1996). SEA does not expect that the estimated 1.0 percent increase in NO_x emissions would have a significant adverse impact on ozone attainment in the county. (See Draft EIS, Chapter 4, "System-wide and Regional Setting, Impacts, and Proposed Mitigation," for a discussion of system-wide and regional air quality.)

Hamilton County, Ohio

Hamilton County is designated by the EPA as a moderate nonattainment area for ozone. The emission screening level for NO_x in Hamilton County is 100 tons per year. Table I-3 shows the results of SEA's analysis of NO_x emissions for Hamilton County. SEA determined that the proposed Conrail Acquisition would result in a net decrease in NO_x emissions in Hamilton County of more than 50 tons per year. Based on these results, SEA did not perform further analysis for this county.

TABLE I-3
HAMILTON COUNTY, OHIO
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (Railroad)	Identification	Nitrogen Oxides Emissions (tons/year)
Rail Line Segment (NS)	Dayton, OH to Ivorydale, OH	40.19
Rail Line Segment (NS)	Ivorydale, OH to Cincinnati, OH	37.23
Rail Line Segment (NS)	Sardenia, OH to Norwood, OH	-23.28
Rail Line Segment (NS)	Norwood, OH to Ivorydale, OH	-7.99
Rail Line Segment (NS)	Cincinnati, OH to SJ Jct, KY	0.51
Rail Line Segment (CSX)	Cincinnati, OH to Hamilton, OH	59.83
Rail Line Segment (CSX)	Cincinnati, OH to Columbus, OH	9.31
Rail Line Segment (CSX)	Cincinnati, OH to Mitchell, OH	-98.99
Rail Line Segment (CSX)	Cincinnati, OH to Covington, OH	2.92

TABLE I-3
HAMILTON COUNTY, OHIO
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (Railroad)	Identification	Nitrogen Oxides Emissions (tons/year)
Rail Yard (NS)	Cincinnati, OH	1.44
Rail Yard (NS)	Sharonville, OH	-0.10
Rail Yard (CSX)	Cincinnati, OH - Decoursey	-5.05
Rail Yard (CSX)	Cincinnati, OH - Ivorydale	-4.66
Rail Yard (CSX)	Cincinnati, OH - Queensgate Yd	-15.55
Rail Yard (CSX)	Cincinnati, OH - Springdale	-2.97
Intermodal Facility (NS)	Cincinnati, OH - Gest Street	5.53
Intermodal Facility (CSX)	Cincinnati, OH	2.06
Truck Diversions (both)	County-wide	-53.03
Highway/Rail At-grade	Affected Crossings >5,000	0.88
Total Acquisition-related Net Nitrogen Oxides Emissions Increase		-51.72
Nitrogen Oxides Emissions Screening Level		100.00

[a] "Affected Crossings" are those with an increase in rail line segment activity over the Board's thresholds for air quality analysis, and which have vehicle traffic levels over 5,000 vehicles per day.

Ottawa County, Ohio

Ottawa County is designated by EPA as an attainment area for all pollutants, with no maintenance areas for any pollutant. The emission screening level for NO_x in Ottawa County is 100 tons per year. Table I-4 shows the results of SEA's analysis of NO_x emissions for Ottawa County. SEA determined that the proposed Conrail Acquisition would result in a net decrease in NO_x emissions in Ottawa County of more than 7 tons per year. Based on these results, SEA did not perform further analysis for this county.

TABLE I-4
OTTAWA COUNTY, OHIO
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (RR)	Identification	Nitrogen Oxides Emissions (tons/year)
Rail Line Segment (NS)	Oak Harbor, OH to Bellevue, OH	53.28
Rail Line Segment (NS)	Vemilion, OH to Oak Harbor, OH	-124.84
Rail Line Segment (NS)	Homestead, OH to Oak Harbor, OH	-39.09

TABLE I-4
OTTAWA COUNTY, OHIO
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (RR)	Identification	Nitrogen Oxides Emissions (tons/year)
Rail Line Segment (NS)	Oak Harbor, OH to Miami, OH	103.44
Highway/Rail At-grade Crossings (both)	Affected Crossings >5,000 Vehicles/Day[a]	0.04
Total Acquisition-related Net Nitrogen Oxides Emissions Increase		-7.17
Nitrogen Oxides Emissions Screening Level		100.00

[a] "Affected Crossings" are those with an increase in rail line segment activity over the Board's thresholds for air quality analysis, and which have vehicle traffic levels over 5,000 vehicles per day.

Wayne County, Michigan

Wayne County is designated by EPA as a maintenance area for ozone. The emissions screening level for NO_x in Wayne County is 100 tons per year. Table I-5 shows the results of SEA's NO_x emissions analysis for Wayne County. SEA determined that the proposed Conrail Acquisition would result in a net increase in NO_x emissions in Wayne County above the emissions screening level of 100 tons per year.

TABLE I-5
WAYNE COUNTY, MICHIGAN
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (RR)	Identification	NO_x Emissions (tons/year)
Rail Segment (CSX)	Detroit, MI to Plymouth, MI	-28.85
Rail Segment (CSX)	Plymouth, MI to Grand Rapids, MI	-12.44
Rail Segment (CSX)	Wixom, MI to Plymouth, MI	4.47
Rail Segment (CSX)	Plymouth, MI to Wayne, MI	6.46
Rail Segment (CSX)	Wayne, MI to Carleton, MI	62.96
Rail Segment (NS)	W Detroit, MI to Jackson, MI	-11.80
Rail Segment (NS)	Airline, OH to River Rouge, MI	12.40
Rail Segment (NS)	Oakwood, MI to Butler, IN	36.04
Rail Segment (NS)	St Thomas, ON to W Detroit, MI	1.02
Rail Segment (SA)	Carleton, MI to Ecorse, MI	88.76
Rail Segment (SA)	W Detroit, MI to North Yard, MI	21.11

TABLE I-5
WAYNE COUNTY, MICHIGAN
ANNUAL NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (RR)	Identification	NO_x Emissions (tons/year)
Rail Segment (SA)	W Detroit, MI to Delray, MI	8.98
Rail Segment (SA)	Delray, MI to Trenton, MI	-16.07
Rail Yard (CSX)	Detroit - Lincoln Park	-0.21
Rail Yard (CSX)	Detroit - Livernois	-4.68
Rail Yard (CSX)	Detroit - Mound Road	0.01
Rail Yard (CSX)	Detroit - North Yard	-5.14
Rail Yard (CSX)	Detroit - River Rogue	-9.22
Rail Yard (CSX)	Detroit - Warren/Sterl	1.21
Rail Yard (CSX)	Detroit - Middlebelt	-2.81
Rail Yard (CSX)	Detroit - Plymouth	1.03
Rail Yard (CSX)	Detroit - Rougemere	14.03
Rail Yard (CSX)	Detroit - Wayne	2.17
Rail Yard (NS)	Detroit - Livernois	-2.76
Rail Yard (NS)	Detroit - North Yard	-2.54
Rail Yard (NS)	Detroit - River Rouge	-6.13
Intermodal Facility (CSX)	Detroit - Livernois	5.10
Intermodal Facility (NS)	Detroit - Livernois	-2.44
Intermodal Facility (NS)	Detroit - Delray	6.55
Intermodal Facility (NS)	Detroit - Oakwood/Melvindale	7.65
Truck Diversions (both)	County-wide	-53.73
At-Grade Crossings (both)	Affected Crossings >5,000 Vehicles/Day[a]	0.27
Total Acquisition-Related Net NO_x Emissions Increase		121.40
NO_x Emissions Screening Level		100.00
Existing (1995) County Total NO_x Emissions		124,884.14
Percent Increase in County NO_x Emissions		0.10%

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

The estimated increase in NO_x emissions in Wayne County represents a 0.1 percent increase in the existing (1995) county-wide NO_x emissions (EPA, 1996). Because this is well below 1.0 percent of the existing NO_x emissions, SEA does not expect a significant impact to local (county) ozone levels as a result of the proposed Conrail Acquisition. (See Draft EIS, Chapter 4, "System-wide and Regional Setting, Impacts, and Proposed Mitigation," for a discussion of system-wide and regional air quality.) In addition, SEA anticipates that implementation of proposed new EPA emissions standards for locomotives will more than offset the estimated increase within a few years after their implementation. (See Appendix O, "EPA Rules on Locomotive Emissions," of this Final EIS.)

I.1.2 Additional Emissions Analysis Associated With Increased Traffic from Inconsistent and Responsive Applications and Settlement Agreements

Inconsistent and Responsive Applications

Two Inconsistent and Responsive (IR) applicants requested trackage rights over the same rail line segment in Albany, New York (10 miles of rail line segment C-726, between rail line segment C-187 and Selkirk in Albany and Rensselaer Counties). Each IR applicant proposed an additional 2 trains per day on this rail line segment. Although this rail line segment would have no projected increase in traffic as a result of the proposed Conrail Acquisition, the Board's approval of these two IR applications would result in an increase in train traffic of 4 trains per day, which would exceed the Board's threshold for air quality analysis. Therefore, SEA conducted emissions analyses for Albany and Rensselaer Counties, where the rail line segment is located.

Because neither IR applicant provided information on the amount of freight that would be transported over the rail line segment as a result of their proposals, SEA estimated the annual amount of freight (in million gross tons) in order to calculate emissions resulting from the proposed additional traffic. SEA's estimate is based on the annual amount of freight per train on all rail line segments included in the detailed emissions analysis presented in the Draft EIS. SEA calculated the pollutant emissions resulting from the additional 4 trains per day on the subject rail line segment using its estimated freight-per-train value and the pollutant specific emission factors presented in the Draft EIS. (See Draft EIS, Appendix E, "Air Quality," Section E.7, "Emissions Factors," for emission factors and calculation methodology.)

The following sections provide the results of SEA's emissions analyses of Albany and Rensselaer Counties. SEA's estimated emissions increases for the proposed additional train traffic on rail line segment C-726 do not exceed the appropriate screening level for any of the criteria pollutants. Therefore, SEA did not perform a detailed emissions analysis for the two counties affected by the IR applications.

Albany County, New York. Albany County is designated by EPA as a marginal nonattainment area for ozone. SEA estimated increases in emissions for each of the rail facilities in Albany County that would experience an increase in traffic or activity and meet or exceed the Board's thresholds for environmental analysis as a result of the proposed Conrail Acquisition and IR applications. (See Table I-6.) Although the increased traffic would result in an increase in emissions, the estimated increase is below the screening level for each of the pollutants. (See Table I-1.)

Rensselaer County, New York. Rensselaer County is designated by EPA as a marginal nonattainment area for ozone. SEA estimated increases in emissions for the rail facilities in Rensselaer County that would experience an increase in traffic or activity and meet or exceed the Board's thresholds for environmental analysis as a result of the proposed Conrail Acquisition and IR applications. (See Table I-7.) Although the increased traffic would result in an increase in emissions, the estimated increase is below the screening level for each of the pollutants. (See Table I-1.)

TABLE I-6
ESTIMATED INCREASES IN EMISSIONS IN ALBANY COUNTY

Rail Line Segment	Length of Segment within County (miles)	Change in Trains Per Day	Change in MGT[a]	Estimated Increases in Emissions (tons/year)					
				NO_x[b]	VOCs[c]	CO[d]	PM_{10}[e]	SO_2[f]	Lead
C-054	13	6.5	9.90	50.00	1.90	5.50	1.30	3.20	1.1×10^{-4}
C-726	4.7	4.0	8.24	15.09	0.56	1.68	0.38	0.98	3.2×10^{-5}
Total for Albany County				65.09	2.46	7.18	1.68	4.18	1.4×10^{-4}

a Million gross tons.
b Nitrogen oxides.
c Volatile Organic Compounds.
d Carbon monoxide.
e Particles less than 10 microns in diameter.
f Sulfur dioxide.

TABLE I-7
ESTIMATED INCREASES IN EMISSIONS IN RENSSELAER COUNTY

Rail Line Segment	Length of Segment within County (miles)	Change in Trains per Day	Change in MGT[a]	Estimated Increases in Emissions (tons/year)					
				NO_x[b]	VOCs[c]	CO[d]	PM_{10}[e]	SO_2[f]	Lead
C-726	4.7	4.0	8.24	15.09	0.56	1.68	0.38	0.98	3.2×10^{-5}

a Million gross tons.
b Nitrogen oxides.
c Volatile Organic Compounds.
d Carbon monoxide.
e Particles less than 10 microns in diameter.
f Sulfur dioxide.

CSX/Louisville and Indiana Settlement Agreement

After preparation of the Draft EIS, SEA was informed of a Settlement Agreement between CSX and the Louisville and Indiana Railroad. This agreement altered CSX's proposed Operating Plan for several rail line segments in Indiana, Kentucky, Tennessee, and Ohio. SEA evaluated these changes and determined that several counties previously analyzed would no longer meet the Board's air quality analysis thresholds, some counties not previously analyzed would meet Board thresholds, and some counties previously analyzed would have changes in emissions.

SEA found that of the counties analyzed previously, only Vanderburgh County would have a non-negligible change in NO_x emissions due to the agreement. Therefore, SEA has revised its detailed NO_x emissions netting analysis for Vanderburgh County. (See Table I-8.)

TABLE I-8
VANDERBURGH COUNTY ANNUAL
NITROGEN OXIDES EMISSIONS SUMMARY

Activity Type (RR)	Identification	NO_x Emissions (tons/year)
Rail Segment (CSX)	Vincennes, IN to Evansville, IN	171.62
Rail Segment (CSX)	Evansville, IN to Amqui, TN	90.01
Rail Yard (CSX)	Evansville - Howell	2.51
Intermodal Facility (CSX)	Evansville	0.16
Truck Diversions (both)	County-wide	-0.92
At-Grade Crossings (both)	Affected Crossings > 5,000 Vehicles/Day [a]	0.18
Total Acquisition-Related Net NO_x Emissions Increase		263.56
NO_x Emissions Screening Level		100.00
Existing (1995) County Total NO_x Emissions		12,094.44
Percent Increase in County NO_x Emissions		2.18%

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

The revised analysis for Vanderburgh County changes the estimated NO_x increase from 311 tons per year, or a 2.58 percent increase in county-total nitrogen oxides emissions as presented in the Draft EIS, to a revised increase of 264 tons per year, or 2.18 percent of county-total NO_x emissions. This minor increase would be temporary (see Section I.2.1), and in any case, is not expected to significantly affect local ozone concentrations, which can be affected by NO_x emissions. EPA recently changed Vanderburgh County's designation to an ozone maintenance area from a nonattainment area for ozone. Recent studies by the Ozone Transport Assessment

Group (OTAG) have found, however, that the primary cause of high ozone is NO_x emissions over large-scale areas, rather than local NO_x emissions. Because the proposed Conrail Acquisition would result in a system-wide decrease in NO_x emissions, SEA has concluded that the small increase in NO_x in Vanderburgh County would not adversely affect local ozone levels.

In addition to revising its analysis for Vanderburgh County, SEA estimated emissions for several other counties in Indiana and Kentucky that were not analyzed in the Draft EIS because they were not expected to have activities exceeding the Board's air quality analysis thresholds. Because of the Settlement Agreement, which grants CSX trackage rights over two rail line segments owned by the Louisville and Indiana Railroad, the Indianapolis-to-Seymour, Indiana and Seymour-to-Louisville, Kentucky, rail line segments would exceed Board analysis thresholds. Table I-9 presents SEA's estimated air pollutant emissions for each of the counties affected by these rail line segments.

TABLE I-9
ESTIMATED INCREASES IN EMISSIONS IN COUNTIES AFFECTED BY LOUISVILLE AND INDIANA RAILROAD SETTLEMENT

Rail Line Segment	Length of Segment within County (miles)	Change in Trains Per Day	Change in MGT[a]	Estimated Increases in Emissions (tons/year)					
				NO_x[b]	VOCs[c]	CO[d]	PM_{10}[e]	SO_2[f]	Lead
LIRC-1	9.0	2.1	4.05	14.20	0.53	1.58	0.36	0.92	$3.0x10^{-5}$
Total for Marion County				14.20	0.53	1.58	0.36	0.92	$3.0x10^{-5}$
LIRC-1	21.8	2.1	4.05	34.40	1.28	3.82	0.87	2.23	$7.3x10^{-5}$
Total for Johnson County				34.40	1.28	3.82	0.87	2.23	$7.3x10^{-5}$
LIRC-1	22.2	2.1	4.05	35.03	1.30	3.89	0.88	2.27	$7.4x10^{-5}$
Total for Bartholomew County				35.03	1.30	3.89	0.88	2.27	$7.4x10^{-5}$
LIRC-1	5.8	2.1	4.05	9.15	0.34	1.02	0.23	0.59	$1.9x10^{-5}$
LIRC-2	13.7	4.2	8.05	42.97	1.59	4.77	1.08	2.78	$9.1x10^{-5}$
Total for Jackson County				52.12	1.93	5.79	1.31	3.37	$1.1x10^{-4}$
LIRC-2	12.2	4.2	8.05	38.27	1.42	4.25	0.97	2.48	$8.1x10^{-5}$
Total for Scott County				38.27	1.42	4.25	0.97	2.48	$8.1x10^{-5}$
LIRC-2	23.6	4.2	8.05	74.03	2.74	8.22	1.87	4.80	$1.6x10^{-4}$
Total for Clark County				74.03	2.74	8.22	1.87	4.80	$1.6x10^{-4}$
LIRC-2	3.0	4.2	8.05	9.41	0.35	1.05	0.24	0.61	$2.0x10^{-5}$
Total for Jefferson County				9.41	0.35	1.05	0.24	0.61	$2.0x10^{-5}$

[a] Million gross tons.
[b] Nitrogen oxides.
[c] Volatile Organic Compounds.
[d] Carbon monoxide.
[e] Particles less than 10 microns in diameter.
[f] Sulfur dioxide.

The counties listed in Table I-9 are designated by EPA as attainment, maintenance, or marginal nonattainment areas for ozone, and are designated as attainment areas for other pollutants. The data in Table I-9 show that increased emissions in each county affected are below SEA's emissions screening levels. Therefore, SEA did not perform a detailed emissions netting analysis for any of these counties and concludes that these small increases will not have a significant impact on air quality.

I.2 ADDITIONAL ANALYSES IN RESPONSE TO COMMENTS

I.2.1 Projected Cumulative Changes in Nitrogen Oxides Emissions

In response to several commentors who expressed concern about projected localized NO_x emissions increases, SEA performed additional analysis to evaluate the cumulative effects of the proposed Conrail Acquisition and EPA's proposed emissions standards for new and rebuilt locomotive engines. The commentors generally expressed concern that any increase in local (county-wide) NO_x emissions would impede efforts to reduce such emissions to help maintain compliance or bring areas into compliance with the National Ambient Air Quality Standards (NAAQS) for ozone.

Local NO_x emissions control efforts do not have a significant impact on reducing local ozone concentrations. In studies that included large-scale modeling of ozone transport, OTAG concluded that the transport of ozone is a larger-scale problem and requires NO_x reductions on a larger, regional scale, rather than only on a local level. (See Draft EIS, Chapter 4, "System-wide and Regional Setting, Impacts, and Proposed Mitigation.") The proposed Conrail Acquisition is expected to reduce NO_x emissions slightly on a system-wide basis. Therefore, SEA does not believe the relatively minor NO_x increases projected for some local areas would have a significant adverse impact on ozone levels.

Although recent OTAG findings suggest that NO_x controls should have a multistate, rather than a county-by-county focus, SEA recognizes that many counties are still attempting to maintain or reduce NO_x emissions budgets in accordance with state implementation plan (SIP) agreements with EPA. Therefore, SEA analyzed the combined effects of the proposed Conrail Acquisition together with the new locomotive emissions standards to identify the projected effects on local NO_x emissions over time.

Attachment I-1 shows the projected trend in locomotive NO_x emissions due to the cumulative effects of the proposed Conrail Acquisition and the locomotive emissions standards. The counties listed are those classified as ozone nonattainment and maintenance areas, with estimated NO_x emissions above SEA's emissions screening levels for NO_x. (See Table I-1.) The projections in Attachment I-1 are based on the following assumptions and procedures:

- The proposed Conrail Acquisition would take three years to implement, starting in late 1998, and the associated local NO_x emissions increases would occur evenly over time, with one-third occurring by the end of 1999, two-thirds by the end of 2000, and all of the proposed Conrail Acquisition-related emissions increases by the end of 2001.

- EPA locomotive emissions standards will be effective starting January 1, 2000, and the rate of locomotive emissions reduction will be as projected by EPA. (See Appendix O, "EPA Rules on Locomotive Emissions," of this Final EIS.)

- SEA estimated the locomotive rule-related emissions reductions only for rail line segments operated by CSX, NS, and Conrail, or as shared operations in the counties analyzed by SEA. Because these reductions were not estimated for other rail carriers, or for locomotive activity in rail yards or intermodal facilities, SEA expects that the rate of NO_x emissions reduction would be faster than estimated in Attachment I-1.

The first column of data in Attachment I-1 shows the estimated NO_x increase calculated for each county, without accounting for the effects of the EPA locomotive emissions standards. This column represents the net NO_x emissions calculated from all sources analyzed in relation to the proposed Conrail Acquisition (rail line segments, rail yards, intermodal facilities, truck-to-rail diversions, and highway/rail at-grade crossings). The second column of data in Attachment I-1 shows the estimated total (existing plus projected future) NO_x emissions for all CSX, NS, Conrail, and shared-area rail line segments in each county, if activities related to the proposed Conrail Acquisition are fully implemented, without the effects of the EPA locomotive emissions standards.

The remaining columns of Attachment I-1 show the projected net or cumulative NO_x emissions changes for each year from 1999 through 2009, relating to the combined effect of the proposed Conrail Acquisition and locomotive emissions/standards. Attachment I-2 presents charts for selected counties based on the data presented in Attachment I-1.

The results of the cumulative assessment of projected rail line segment locomotive NO_x emissions show that nearly all counties listed would have a negative net change in cumulative NO_x emissions by 2005, and every county shown would have a decrease in cumulative NO_x emissions by 2007. Thus, the proposed Conrail Acquisition would increase rail-related NO_x emissions in these counties for a few years at most, and these increases would be less than the conservative values estimated in the Draft EIS.

Finally, SEA emphasizes that system-wide NO_x emissions would decrease due to the proposed Conrail Acquisition alone. Factoring in the effects of EPA's rule establishing locomotive emissions standards, NO_x emissions from rail-related operations would decrease much more significantly over the areas affected by the proposed Conrail Acquisition.

I.2.2 Potential Ambient Carbon Monoxide Concentrations Due to Motor Vehicle Delays at Highway/Rail At-grade Crossings

A number of comments on the Draft EIS concerned potential ambient air quality effects due to emissions from motor vehicles delayed at highway/rail at-grade crossings. SEA performed a conservative screening analysis, using dispersion modeling, of ambient concentrations from these emissions. The purpose of the analysis was to determine whether potential increases in vehicle delay due to increased train traffic as a result of the proposed Conrail Acquisition might cause or significantly contribute to exceedances of the NAAQS at locations accessible to the general public. SEA estimated concentrations only for carbon monoxide, because EPA guidelines specify carbon monoxide as the indicator pollutant for air quality effects of roadway traffic. Motor vehicles emit larger amounts of carbon monoxide relative to emissions of other pollutants. In the event of adverse air quality conditions due to vehicles, concentrations would approach the NAAQS for carbon monoxide before approaching the standards for other pollutants. The NAAQS for carbon monoxide are 35 parts per million (ppm) for one-hour and 9 ppm for eight-hour average concentrations. SEA performed the study in a conservative manner (tending to overestimate potential effects).

SEA did not analyze carbon monoxide concentrations at locations where commentors indicated that highway/rail at-grade crossings are currently blocked by stopped trains for extended periods (e.g., one hour or more), because these are existing conditions that are unrelated to the proposed Conrail Acquisition. Although the proposed Conrail Acquisition would increase vehicle delays at some crossings, these increases would be incremental and would not be associated with the causes of any existing instances of blocked crossings.

Analysis Procedure

Dispersion modeling estimates the pollutant concentrations at specific locations of interest (receptors) as a result of source activity. Receptors include locations where the public could have legitimate access for the time periods specified in the NAAQS. For example, a residence, school, or sidewalk is a receptor, but a point within the crossing right-of-way is not. SEA conducted the analysis in accordance with EPA guidelines and used EPA's CAL3QHC model and emissions data as calculated in the Draft EIS, Appendix E, "Air Quality," for vehicles idling in queues. SEA selected the emission factors corresponding to "Northern Tier - Winter" from the Draft EIS, Appendix E in order to simulate maximum carbon monoxide emission rates for idling vehicles. SEA calculated emission factors for moving vehicles with EPA's MOBILE5A model consistent with the Draft EIS, assuming a conservative (slow) speed of 20 mph for moving traffic in order to maximize emission rates.

SEA selected for analysis the highway/rail at-grade crossings with the highest traffic volumes, and the highway/rail at-grade crossings with the largest projected amounts of vehicle delay, from all the highway/rail at-grade crossings evaluated for delay in the EIS. (See Appendix G, "Transportation: Highway/Rail At-grade Crossing Traffic Delay Analysis," of this Final EIS for the list of all highway/rail at-grade crossings evaluated.) Total volume (vehicles per day or

ADT) and total delay time (vehicle-minutes per day) are effective indicators of the degree of congestion and the need for air quality analysis. The total delay time accounts for both the vehicle volume and the effect of highway/rail at-grade crossing closures due to trains. The highest traffic volume analyzed was 41,700 ADT, and the largest vehicle delay was 2,972 vehicle-minutes per day. In response to comments on the Draft EIS that concerned air quality impacts of the proposed Conrail Acquisition at specifically identified highway/rail at-grade crossings, SEA also analyzed emissions impacts from delayed vehicles at these highway/rail at-grade crossings. For each highway/rail at-grade crossing, SEA calculated the peak hour traffic volumes, the amount of vehicle delay in the peak hour, and the size of the queues using the same method as for the highway/rail at-grade crossing traffic analysis. (See Draft EIS, Chapter 3, Section 3.7, "Transportation: Highway/Rail At-grade Crossing Delay.") Because SEA could access only limited geometric information on each highway/rail at-grade crossing, SEA analyzed each location as consisting of a straight roadway and a straight railroad track intersecting at right angles.

For each crossing, SEA calculated concentrations at receptors at conservative locations adjacent to the queues in accordance with EPA guidelines. Also in accordance with these guidelines, SEA considered all wind directions at 10-degree increments, and used a wind speed of 1 meter per second and an atmospheric stability class of D (neutral), corresponding to urban land use. From all combinations of receptor location and meteorology, SEA selected the combination that resulted in the highest one-hour carbon monoxide concentration. SEA multiplied the maximum hourly concentrations by EPA's screening adjustment factor of 0.7 to derive the eight-hour concentration for comparison to the NAAQS.

The total ambient pollutant concentration is the sum of the contribution from motor vehicles and a background concentration. To estimate the total ambient concentration, SEA conservatively assumed background concentrations of 5 ppm for one hour and 3 ppm for eight hours. These values are representative of high carbon monoxide levels for urban areas.

Table I-10 lists the model input values used to conservatively analyze the potential ambient air quality effects due to emissions from motor vehicles delayed at highway/rail at-grade crossings.

TABLE I-10
CARBON MONOXIDE MODELING INPUT VALUES AND RESULTS FOR HIGHWAY/RAIL AT-GRADE CROSSINGS

MOBILE5A emission factors	
Idle emission factor	567.0 g/veh-hr
20 mph emission factor	40.1 g/veh-mile
CAL3QHC, version 2 assumptions	
Surface roughness coefficient	Z_0 = 108 cm (single family residential)
Design saturation flow rate	SFR = 1400 veh/hr (urban)

TABLE I-10
CARBON MONOXIDE MODELING INPUT VALUES AND RESULTS FOR HIGHWAY/RAIL AT-GRADE CROSSINGS

Arrival rate	AT = 3 (random arrivals)
Signal type	ST = 1 (pre-timed)
Meteorological parameters	
Wind speed	1 m/sec
Stability class	D
Mixing height	1000 m
Wind directions	10° - 360° scanned at 10° increments
Adjustment factor (1 to 8 hr)	0.7
Background concentrations	
One-hour	5 ppm
Eight-hour	3 ppm
Maximum values for vehicle traffic	
Highest traffic volume	41,700 ADT
Largest vehicle delay	2,972 veh-min/day
Maximum estimated CO concentrations from all cases, including background	
One-hour	12.4 ppm (NAAQS = 35 ppm)
Eight-hour	8.2 ppm (NAAQS = 9 ppm)

Results

Table I-10 lists the maximum estimated carbon monoxide concentrations caused by vehicle delays near highway/rail at-grade crossings. The conservative carbon monoxide concentration estimates, including potential effects of the proposed Conrail Acquisition, were less than the NAAQS. Therefore, SEA does not expect ambient air pollutant concentrations at highway/rail at-grade crossings, due to the proposed Conrail Acquisition, to result in adverse air quality effects.

I.2.3 Potential Ambient Air Pollutant Concentrations Due to Diesel Locomotive Exhaust Emissions from Stopped Trains

A number of comments on the Draft EIS concerned ambient air pollutant concentrations that may result from stopped trains with locomotives idling, especially near highway/rail at-grade crossings. SEA performed a conservative screening analysis, using dispersion modeling to evaluate potential effects of emissions from idling diesel locomotives on nearby localized areas. The purpose of the analysis was to determine whether potential increases in occurrences of idling, stopped trains associated with the proposed Conrail Acquisition might cause or significantly contribute to exceedances of the NAAQS at locations accessible to the general public. SEA estimated concentrations for all criteria pollutants except lead. Based on the emission inventories, SEA concluded that lead emissions from locomotives would not cause exceedances of the NAAQS.

SEA conducted the study conservatively (tending to overestimate potential effects) since it did not account for the significant overall reduction in diesel locomotive exhaust emissions that will result from EPA's new locomotive emission standards issued in December 1997. This appendix provides details of the modeling analysis for stopped, idling locomotives.

Analysis Procedure

Dispersion modeling estimates the pollutant concentrations at specific locations of interest (receptors) as a result of source activity. Receptors include locations where the public could have legitimate access for the time periods specified in the NAAQS. For example, a residence or a school is a receptor, but a point within the railroad right-of-way is not. The dispersion modeling analysis estimates the potential air quality effects of stopped, idling locomotives at receptors. Although the Applicants operate some freight trains with more than two locomotives to provide additional power in rural, mountainous terrain, they normally use a maximum of two locomotives in urban areas that tend to have flatter terrain. Urban areas are of greatest concern to this study because they have numerous sensitive land uses (receptors) close to the rail lines. SEA evaluated a case consisting of one stopped train with two locomotives, corresponding to conditions such as a train waiting on a siding to be unloaded or for another train to pass. SEA did not evaluate larger groups of stopped, idling locomotives because such groupings are possible only in yards where larger numbers of both locomotives and parallel tracks could exist, and this type of location is unlikely to have receptors in close proximity. Based on typical railroad operating practices, SEA assumed that the locomotives could idle continuously for up to four hours. SEA also assumed conservatively that the idling could occur for up to four hours in any 24-hour period, every day of the year.

SEA used EPA's ISC3 model and data on exhaust characteristics for typical freight locomotives to estimate maximum one-hour average concentrations. SEA selected this program to model stopped locomotives appropriately as stationary sources. SEA calculated concentrations at a range of receptor distances in all directions from the locomotive exhaust stacks for an EPA-approved screening range of meteorological conditions. From all combinations of receptor distance and meteorology, SEA selected the combination that resulted in the highest concentrations of each pollutant. SEA multiplied the maximum hourly concentrations by EPA's screening adjustment factors to derive the concentrations for longer averaging periods. SEA adjusted the concentrations for the proportion of time (corresponding to the NAAQS averaging periods) that locomotives typically may be idling near the receptors. Table I-11 provides a summary of the model input data used in this screening analysis.

TABLE I-11
MODELING INPUT VALUES FOR ANALYSIS OF STOPPED, IDLING LOCOMOTIVES

Source Data	
Throttle notch	Idle
Emission rates	
CO	0.0617 g/sec
NO_x	0.521 g/sec
PM/PM_{10}	0.0122 g/sec
SO_2	0.0298 g/sec
Exhaust height	4.18 m
Exhaust temperature	366 K
Exhaust gas velocity	1.46 m/sec
Exhaust equivalent diameter	1.07 m
Meteorology	
Wind speeds by stability class:	
A	1, 3 m/sec
B	1, 3, 5 m/sec
C	1, 3, 5, 7.5, 10 m/sec
D (day)	1, 3, 5, 7.5, 10, 15, 20 m/sec
D (night)	1, 3, 5, 7.5, 10, 15, 20 m/sec
E	1, 3, 5 m/sec
F	1, 3, 5 m/sec
Mixing height	1,000 m
Wind directions	Scanned at 10° increments
Ambient temperature	293 K
Receptors	
Distance from exhaust port	15, 30, 45, 60, 100 m, +100 m increments to 2,000 m
Height above ground	1.8 m (breathing height)

Emissions of NO_x from locomotives consist mostly of nitric oxide, while the NAAQS applies only to nitrogen dioxide. Some of the emitted nitric oxide converts to nitrogen dioxide in the atmosphere through chemical reactions with ambient ozone. In estimating concentrations of nitrogen dioxide, SEA applied an EPA-approved ozone-limiting method to account for this conversion. SEA used 18 percent as the initial fraction of nitrogen dioxide in the exhaust, and 25 percent as the fraction of nitric oxide converted to nitrogen dioxide. SEA assumed conservatively that the ambient ozone concentration was equal to the NAAQS, or 0.12 parts per million (ppm).

The total ambient pollutant concentration is the sum of the contribution from locomotives and a background concentration. To estimate the total ambient concentration, SEA assumed that the background concentrations were equal to typical urban values of one-third of the NAAQS for each pollutant and averaging time.

Results

Table I-12 provides the estimated worst-case incremental, background, and total concentrations of criteria pollutants due to stopped, idling locomotives, along with a comparison to the NAAQS. All the values in Table I-12 are less than the respective NAAQS. Therefore, SEA does not expect ambient air pollutant concentrations from idling diesel locomotives on rail line segments, due to the proposed Conrail Acquisition, to result in adverse air quality effects.

TABLE I-12
MAXIMUM CONCENTRATIONS OF CRITERIA POLLUTANTS DUE TO STOPPED, IDLING DIESEL LOCOMOTIVES

Pollutant (units)	Averaging Period	Maximum Estimated Concentration			NAAQS (40 CFR 50)
		Modeled	Background	Total	
CO (ppm)	1 hour	0.50	11.7	12.2	35
CO (ppm)	8 hour	0.35	3.0	3.3	9
NO_2 ($\mu g/m^3$)	Annual	20	33	53	100
PM_{10} ($\mu g/m^3$)	24 hour	7.5	50	58	150
PM_{10} ($\mu g/m^3$)	Annual	1.9	16.7	19	50
SO_2 ($\mu g/m^3$)	3 hour	248	433	681	1300
SO_2 ($\mu g/m^3$)	24 hour	18	122	140	365
SO_2 ($\mu g/m^3$)	Annual	4.6	26.7	31	80

I.2.4 Potential Ambient Air Pollutant Concentrations Due to Emissions from Diesel Locomotives on Rail Line Segments

In response to comments on the Draft EIS concerning ambient air pollutant concentrations that may result from locomotives traveling on rail line segments, SEA performed a conservative screening analysis, using dispersion modeling, to evaluate effects on localized areas due to projected increases in diesel locomotive exhaust emissions. The purpose of the analysis was to determine whether projected emission increases associated with the proposed Conrail Acquisition might cause or significantly contribute to exceedances of the NAAQS or air toxic health effects thresholds at locations accessible to the general public. To compare to the NAAQS, SEA estimated concentrations for all criteria pollutants except lead. Based on the emission inventories, SEA concluded that lead emissions from locomotives would not cause exceedances of the NAAQS.

SEA performed the study in a conservative manner (tending to overestimate potential effects) in that it used worst-case assumptions, and did not account for the significant overall reduction in diesel locomotive exhaust emissions that will result from EPA's new locomotive emission standards issued in December 1997. This section describes the modeling analysis and results. The potential air toxic health effects of diesel exhaust and the air toxics threshold concentrations that SEA used in this analysis are discussed in Section I.2.5 of this appendix.

Analysis Procedure

Dispersion modeling estimates the pollutant concentrations at specific locations of interest (receptors) as a result of source activity. This dispersion modeling analysis estimates the impacts of locomotive passbys at receptors along rail line segments. Receptors include locations where the public could have legitimate access for the time periods specified in the NAAQS. For example, a residence or a school is a receptor but a point within the railroad right-of-way is not. SEA evaluated a range of train operating characteristics including number of locomotives per train, throttle notch settings and train speeds. SEA calculated concentrations at a range of receptor distances from the track, for an EPA-approved screening range of meteorological conditions. From all combinations of operating conditions, receptor distance, and meteorology, SEA selected the combination that resulted in the highest concentrations of each pollutant due to a train passing the receptor location.

SEA used EPA's INPUFF 2.3 model and data on exhaust characteristics for typical freight locomotives. SEA selected this program to model locomotives appropriately, given the relatively short source-receptor distances found along rail line segments. Although several other models can simulate railroads, only INPUFF 2.3 can model locomotives explicitly as moving points with plume rise. INPUFF 2.3 is a Gaussian integrated puff model. Source emissions are treated as a series of puffs emitted into the atmosphere. Each puff trajectory is tracked individually, and the diffusion parameters are functions of travel time. The model includes Briggs plume rise methods and stack (locomotive exhaust port) downwash. Table I-13 lists the input values that SEA used in the modeling.

TABLE I-13
MODELING INPUT VALUES FOR ANALYSIS
OF LOCOMOTIVES ON RAIL LINE SEGMENTS

Source Options	
Use stack downwash	Yes
Use buoyancy-induced dispersion	No
Use deposition and settling	No

TABLE I-13
MODELING INPUT VALUES FOR ANALYSIS OF LOCOMOTIVES ON RAIL LINE SEGMENTS

User calculates plume rise	No	
Perform puff combinations	Yes	
Source Data	**Criteria Pollutants Analysis**	**Air Toxics Analysis**
Train speed (for worst case)	10 mph (4.47 m/sec)	10 mph (4.47 m/sec)
Throttle notch (for worst case)	8 (i.e., full power) for all pollutants	1 for HC/VOC/organics 8 for PM/PM10
Emission rates		
CO	0.439 g/sec	N/A
HC/VOC	N/A	0.0333 g/sec
NO_x	11.86 g/sec	N/A
PM/PM10	0.23 g/sec	0.23 g/sec
SO_2	0.73 g/sec	N/A
Exhaust height	4.18 m	4.18 m
Exhaust temperature	623 K	388 K (notch 1 for HC/organics) 623 K (notch 8 for PM)
Exhaust gas velocity	9.71 m/sec	1.78 m/sec (notch 1 for HC/organics) 9.71 m/sec (notch 8 for PM)
Exhaust equivalent diameter	1.07 m	1.07 m
Initial sigma Y	103.3 m	103.3 m
Initial sigma Z	1.94 m	1.94 m
Meteorology		
Wind speeds by stability class		
A	1, 3 m/sec	
B	1, 3, 5 m/sec	
C	1, 3, 5, 7.5, 10 m/sec	
D (day)	1, 3, 5, 7.5, 10, 15, 20 m/sec	
D (night)	1, 3, 5, 7.5, 10, 15, 20 m/sec	
E	1, 3, 5 m/sec	

TABLE I-13
MODELING INPUT VALUES FOR ANALYSIS OF LOCOMOTIVES ON RAIL LINE SEGMENTS

F	1, 3, 5 m/sec
Mixing height	3000 m
Wind directions	Scanned at 10° increments
Ambient temperature	290 K
Simulation time per passby	450 sec/passby (corresponding to locomotive travel distance of 2 Km to encompass all exhaust plume effects at each receptor)
Puff release rate	Calculated by program
Sigma theta	0.0
Sigma phi	0.0
Puff combination criterion	Calculated by program
Anemometer height	10 m
Receptors	
Distance from track centerline	15, 30, 45, 60, 75, 90, 105, 120 m
Height above ground	1.8 m (breathing height)

N/A = Not Applicable

The concentration resulting from one train passby represents a peak, transitory pollution level only. SEA averaged these estimated peak levels over one hour to allow comparison to the NAAQS that are based on averaging periods of one hour to one year of exposure. SEA multiplied the maximum hourly concentration due to one locomotive passby by the number of locomotives per train, and the number of trains projected to operate on a rail line segment, to give the worst-case total concentration due to diesel locomotives.

For purposes of selecting a conservative condition, SEA evaluated all rail line segments that would have any change in activity due to the proposed Conrail Acquisition and calculated the total number of locomotive passbys. The number of locomotives included passenger trains, but did not include electric locomotives (such as those used in Amtrak service between Washington, D.C. and New Haven, Connecticut). SEA derived the number of locomotive passbys by assuming that each passenger train has one diesel locomotive and each freight train has two. Although the Applicants operate some freight trains with more than two locomotives in order to provide additional power in rural, mountainous terrain, they normally use a maximum of two locomotives in urban areas, which tend to have flatter terrain. Urban areas are of greatest concern to this study because they have numerous sensitive land uses (receptors) close to the rail line segments. On this basis, SEA selected the rail line segment with the highest projected number of diesel locomotive passbys. The selected rail line segment is number N-308 with a projected activity of 83.5 trains per day (14 passenger and 69.5 freight) after the proposed Conrail Acquisition. The resulting number of locomotive passbys on rail line segment N-308 is 153 per day, or an average of 6.375 locomotives per hour. SEA used this number of locomotives to estimate the conservative pollutant concentrations. SEA multiplied the maximum hourly concentrations by EPA's screening adjustment factors to derive the concentrations for longer averaging periods.

Results

Table I-14 presents the conservative incremental concentrations of criteria pollutants due to the maximum 153 locomotives per day. Attachment I-3 gives the conservative total concentrations of diesel particulates and organic substances air pollutants. All the values in Table I-14 and Attachment I-3 are far below the respective NAAQS and health effects thresholds. Also, all of the criteria pollutant concentrations in Table I-14, except for the nitrogen dioxide concentration, are below EPA Significance Levels (40 CFR 51.165). These levels are not a measure of "significance" in the context of NEPA, but are levels below which EPA considers the impacts so insignificant that they do not hold stationary emissions sources responsible.

TABLE I-14
MAXIMUM CONCENTRATIONS OF CRITERIA POLLUTANTS DUE TO 153 LOCOMOTIVE PASSBYS/DAY COMPARED TO EPA SIGNIFICANCE LEVELS AND NAAQS

Pollutant (units)	Averaging Period	Modeled Concentration	Signif. Level (40 CFR 51.165)	NAAQS (40 CFR 50)
CO (ppm)	1 hour	0.0005	1.75	35
CO (ppm)	8 hour	0.0004	0.45	9
HC/VOC ($\mu g/m^3$)	1 hour	0.33 [a]	N/A	N/A
HC/VOC ($\mu g/m^3$)	Annual	0.033 [a]	N/A	N/A
NO_2 ($\mu g/m^3$)	Annual	1.7	1.0	100
PM_{10} ($\mu g/m^3$)	1 hour	0.33 [a]	N/A	N/A
PM_{10} ($\mu g/m^3$)	24 hour	0.13	5.0	150
PM_{10} ($\mu g/m^3$)	Annual	0.033	1.0	50
SO_2 ($\mu g/m^3$)	3 hour	0.94	25.0	1300
SO_2 ($\mu g/m^3$)	24 hour	0.42	5.0	365
SO_2 ($\mu g/m^3$)	Annual	0.10	1.0	80

N/A = Not applicable; U.S. EPA has not established a NAAQS for this pollutant and time period.

[a] Used for toxics analysis only (Section I.2.5 of this appendix). U.S. EPA has not established a NAAQS for this pollutant and time period.

Based on the above results, SEA does not expect ambient air pollutant concentrations from diesel locomotives on rail line segments due to the proposed Conrail Acquisition to result in adverse air quality effects.

I.2.5 Potential Health Effects of Toxic Air Pollutants in Diesel Locomotive Exhaust Emissions

In response to comments on the Draft EIS concerning potential effects of toxic air pollutants including carcinogens, SEA used dispersion modeling in performing a conservative screening analysis of projected increases in diesel locomotive exhaust emissions that could affect the University Circle area of Cleveland, Ohio, and other localized areas. The purpose of the analysis was to determine whether projected emission increases associated with the proposed Conrail Acquisition might cause or significantly contribute to adverse air toxic health impacts to the general public. SEA's study was performed in a conservative manner (tending to overestimate potential effects) in that it did not account for the significant overall reduction in diesel locomotive exhaust emissions projected to result from EPA's new locomotive emission standards issued in December 1997. Section I.2.4 of this appendix provides details of the modeling analysis.

SEA reviewed diesel exhaust health effects data from the Health Effects Institute (HEI) and the EPA. These health effects data provide recommendations for acceptable ambient concentration levels of diesel exhaust particulate matter and gaseous air toxics. SEA used these recommendations to establish ambient concentration thresholds, and compared the screening dispersion modeling results with these thresholds. Levels below these thresholds should not pose any adverse health effects to the public. This section discusses the basis for SEA's use of health effects thresholds.

SEA also used air toxics screening procedures developed by the Ohio Environmental Protection Agency (Ohio EPA) for permitting and regulating new stationary sources. Ohio EPA uses its air toxics screening procedures to determine whether to grant a construction permit to a new source that could emit toxic air pollutants. Ohio EPA's air toxic screening procedure compares the maximum predicted 1-hour ambient concentration from the source to a calculated 1-hour average Maximum Acceptable Ground-Level Concentration (MAGLC) for each pollutant. The Ohio EPA derives the pollutant-specific MAGLC by dividing the American Conference of Governmental and Industrial Hygienists' threshold limit value (ACGIH-TLV) by a factor of 42. (The ACGIH-TLV is expressed as a time-weighted average of the concentration of a substance to which most workers can be exposed without adverse effects). The Ohio EPA's value of 42 is a safety factor to relate the ACGIH-TLV concentration values to non-occupational public exposure levels.

Diesel Exhaust Emissions Characteristics

Diesel emissions are highly complex mixtures consisting of a wide range of organic and inorganic compounds distributed among the gaseous and particulate phases. The composition of diesel exhaust varies considerably depending on engine type and operating conditions, fuel, lubricating oil, and presence of any emission control systems. The particulate matter is mainly attributable to the incomplete combustion of fuel hydrocarbons, though some may be due to engine oil or other fuel components. Diesel exhaust particulate matter consists of a solid core composed mainly of carbon, a soluble organic fraction, sulfates, and trace elements. The particles are very small (mainly less than 1 micron in diameter), making them readily respirable. Their small size and relatively large surface area makes the particles ideal for serving as adsorption and condensation sites for organic compounds (products of incomplete combustion) and trace metal elements that were contained in the fuel. These particles have hundreds of chemicals adsorbed onto their surfaces, including many known or suspected mutagens and carcinogens. The gaseous phase also contains oxides of nitrogen, carbon monoxide, and hydrocarbons.

At temperatures below 500° C, the particles become coated with adsorbed and condensed high molecular weight organic compounds. These organic compounds include open-chain hydrocarbons of 14-35 carbon atoms, alkyl-substituted benzenes, and derivatives of polycyclic aromatic hydrocarbons (PAH) such as ketones, nitrates, carboxyaldehydes, carboxylic acids, acid anhydrides, hydroxy compounds, and quinones. Diesel exhaust polycyclic organic matter can exist in both the gas and particulate phases in the atmosphere. The distribution between the two phases is determined by the vapor pressure of the species, the ambient temperature, and the amount of airborne particulate matter present. Colder temperatures and higher aerosol concentrations lead to greater association of polycyclic organic matter with particles. Because of this particulate affinity of organics, and the fact that diesel particulate matter is generally defined as any material that is collected, at a temperature of 52° C or less, on a filtering medium after dilution of the raw exhaust gases, health effect researchers typically have focused on carcinogenic and noncarcinogenic health effects of diesel exhaust particulate matter in occupational and ambient environments.

Because maximum diesel locomotive exhaust temperatures tend to range under 350°C at the highest throttle notch setting, SEA assumed that the majority of diesel exhaust air toxics are associated with the particulate phase. However, SEA's air toxics screening modeling evaluation also considered individual gaseous air toxic emissions for those substances for which representative emission factors were available or could be readily derived from the literature.

Exposure Levels

Because diesel engines are only one of the many sources of ambient pollutants, it is difficult to measure the exposures from various sources, and to distinguish the potential health risks attributable to exposure to diesel exhaust from those attributable to other air pollutants. For example, combustion of other fossil fuels and tobacco produces many of the same chemicals that are present in diesel emissions, and both natural and man-made sources of respirable particles are common. Although no single constituent of diesel exhaust serves as a unique marker of exposure, scientists have used the levels of fine particulate or elemental carbon as surrogate indices of diesel exhaust particulate matter in health effects studies.

Exposure to diesel exhaust particulate matter has been assessed in occupational settings and some ambient environments. Although the existing data are limited, some estimates of the range of human exposure to diesel emissions can be made:

- In some occupations, diesel emissions contribute a high proportion of the particulate and gaseous air pollutants. The estimates for workplace exposures (eight-hour averages) to diesel exhaust particulate matter range widely, from approximately 1 to 100 micrograms per cubic meter ($\mu g/m^3$) in some occupations such as trucking or transportation, to 100 to 1,700 $\mu g/m^3$ for occupations such as underground mining where equipment powered by diesel engines is often used in enclosed spaces.

- Although ambient exposure data are sparse, studies conducted in the Los Angeles Basin in the early 1980s showed that diesel emissions accounted for approximately 3 percent of the mass of total particulate matter, and 7 percent of the mass of fine particles emitted into the atmosphere. Average monthly values for ambient levels of diesel exhaust particulate matter ranged from 1 to 3 $\mu g/m^3$ in areas with low levels of air pollution. The highest monthly average level of diesel particulate matter was approximately 10 $\mu g/m^3$ during the winter months. Short-term or peak exposures to diesel particulate matter, especially in urban settings such as street canyons, are usually higher than monthly or annual average concentrations.

Human and Animal Response Health Effects

HEI's Diesel Working Group developed the following conclusions after reviewing more than 30 epidemiological studies of workers exposed to diesel emissions in occupational settings for the period 1950 through the early 1980s, and animal response studies:

- The epidemiological data are consistent in showing weak associations between exposure to diesel exhaust and lung cancer. Available evidence suggests that long-term exposure to diesel exhaust in a variety of occupational circumstances is associated with a 1.2- to 1.5-fold increase in the relative risk of lung cancer compared with workers classified as unexposed. However, the lack of definitive exposure data for occupationally exposed study populations precludes using available epidemiologic data to develop quantitative estimates of cancer risk. When appropriate human information is not available, some policymakers have relied on the results of animal bioassays to estimate human risk.

- The carcinogenic activity of diesel emissions has been convincingly demonstrated in rats. Nearly lifetime exposure for 35 hours or more per week to high concentrations of diesel exhaust particulate matter (2,000 to 10,000 $\mu g/m^3$) causes an exposure-dependent increase in the incidence of benign and malignant lung tumors in rats. No consistent evidence suggests that diesel emissions induce cancer in rats at sites other than the lung. Prolonged diesel emission exposures to other rodent species does not produce lung tumors, which suggests that species-specific factors play a critical role in inducing formation of lung tumors. Recent studies also support the idea that the particle-associated organic chemicals play little or no role in the development of lung tumors in rats exposed to high concentrations of diesel exhaust.

HEI's Diesel Working Group recommended caution in extrapolating the rat bioassay data (obtained at high-dose exposure levels) to humans, which could overestimate potential carcinogenic risks. The reason for this uncertainty is that the mechanism of lung tumor induction that appears to operate in rats continuously exposed to high concentrations of diesel exhaust may not be relevant to most humans, who are exposed intermittently to levels of diesel exhaust particulate matter that are two or three orders of magnitude lower than those used in the rat bioassays. Moreover, carcinogenic risk extrapolations from animals to humans need to account for several influences on carcinogenicity that scientists do not fully understand. These include particle overload and associated inflammatory and proliferative processes; the apparent existence of a threshold for particle-induced biologic responses such as impairment of lung clearance mechanisms, inflammation, cell proliferation, and tumor development; and the mechanistic relation of the nongenotoxic injuries to the development of lung tumors in laboratory rats.

Health Effects Institute's Diesel Working Group Health Effects Recommendations

HEI's Diesel Working Group concluded that it is not currently possible to base a risk characterization of diesel exhaust solely on either the human or the animal data. Instead, the Group evaluated and integrated the available information from diverse data sets to make the most informed judgements about the potential carcinogenicity of exposure to diesel exhaust. A key issue concerning human health risk is whether particle overloading occurs in humans under environmental exposure conditions, and if so, whether it triggers processes that lead to lung cancer. One mathematical extrapolation model suggests that human lung clearance mechanisms would not be impaired even if the humans were exposed continuously (24 hours per day) to the current national estimate of average ambient atmospheric concentration levels of diesel exhaust particulate matter (1 to 10 $\mu g/m^3$). The levels of respirable diesel particles needed to depress lung clearance mechanisms in humans under continuous exposure conditions are greater than 100 to 200 $\mu g/m^3$. This, however, is an unlikely exposure scenario even for most workers.

Therefore, SEA believes that the toxicity and health effects data support the Diesel Working Group's finding that human exposure to diesel exhaust particulate matter alone at the levels found in most ambient settings (1 to 10 $\mu g/m^3$) are not sufficiently high to overwhelm lung clearance processes and thus induce lung tumors by a mechanism driven by inflammation and cell proliferation. This long-term (chronic) exposure concentration level range for diesel particulate matter was used in SEA's dispersion modeling study.

Non-Carcinogenic Health Effects of Diesel Particulate Matter

Most of the acute (arising from short-term exposure) and subchronic effects consist of respiratory tract irritation and diminished resistance to infection. Increased cough and phlegm, and slight impairments in lung function have also been documented. Animal data indicate that chronic respiratory diseases can result from long-term exposure to diesel exhaust. Although it appears that normal, healthy adults are not at high risk to serious noncancer effects from diesel exhaust at levels found in the ambient air, the data are inadequate to form conclusions about sensitive subpopulations. EPA cited a reference concentration (RfC) for diesel exhaust particulate matter of 5 $\mu g/m^3$ over a lifetime. An RfC is an estimate of the day-to-day exposure to the human population that is likely to be without deleterious effects during a lifetime. As such, it can be viewed as a long-term (chronic) exposure concentration level. This non-carcinogenic RfC is within the range cited above for ambient concentration levels assumed not to induce carcinogenic effects in humans. SEA compared this RfC to the annual average concentrations estimated in the dispersion modeling analysis. SEA also compared the modeled concentrations of criteria air pollutants (particulates, carbon monoxide, and oxides of nitrogen, and sulfur dioxide; see Section I.2.4 of this appendix) to the NAAQS, based on the dispersion modeling results.

Health Effects of Organic Substances in Diesel Exhaust

Although SEA believes that the majority of the air toxic substances contained in diesel exhaust are associated with particulate matter, SEA also considered individual air toxic substances that have been found in diesel exhaust from large uncontrolled stationary diesel engines and nonroad mobile sources, and for which representative emission factors were available. These substances were benzene, toluene, xylene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene.

Results

Attachment I-4 summarizes the health effects criteria and thresholds from the HEI, EPA, and Ohio EPA. Attachment I-4 also lists the emission factors used in the dispersion modeling and the analysis results. The results reflect assumptions of 36.6 trains per day and 2 locomotives per train, corresponding to the rail line segment with the most train activity that potentially could affect the University Circle area of Cleveland, Ohio. SEA also selected emission factors corresponding to the conservative condition of low train speed and maximum emission rates by engine throttle notch. Attachment I-4 demonstrates that all conservative modeled concentrations due to diesel exhaust are less than the corresponding health effects thresholds.

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ATTACHMENT I-1

Cumulative Nitrogen Oxides Emissions Changes Due to Proposed Conrail Acquisition and EPA Locomotive Rules

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ATTACHMENT I-1
CUMULATIVE NITROGEN OXIDES EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES

NonAttainment/ Maintenance Area		Acq.-Related NOx Increase	Post-Acq. Rail Seg CSX/NS/CR/SA	Future Year Cumulative NOx Change (TPY) *										
State	County/City	(TPY)	NOx Total (TPY)	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DE	New Castle	184.85	917.98	61.62	113.59	146.29	92.13	40.73	-9.76	-70.35	-117.17	-145.62	-161.23	-175.00
GA	Fulton	70.79	1373.70	23.60	32.77	13.09	-67.95	-144.88	-220.43	-311.10	-381.16	-423.74	-447.09	-467.70
GA	Henry	62.39	644.06	20.80	34.83	35.34	-2.66	-38.73	-74.15	-116.66	-149.51	-169.47	-180.42	-190.08
IN	Lake	83.76	1767.94	27.92	37.28	9.51	-94.80	-193.81	-291.04	-407.73	-497.89	-552.70	-582.75	-609.27
IN	Porter	176.06	1524.72	58.69	101.36	112.02	22.06	-63.32	-147.18	-247.81	-325.57	-372.84	-398.76	-421.63
IN	Vanderburgh	263.56	751.05	87.85	167.82	232.02	187.70	145.65	104.34	54.77	16.46	-6.82	-19.59	-30.85
MD	Anne Arundel	124.05	406.90	41.35	78.43	106.96	82.95	60.17	37.79	10.93	-9.82	-22.43	-29.35	-35.45
MD	Cecil	92.96	888.15	30.99	52.65	55.66	3.26	-46.48	-95.33	-153.95	-199.24	-226.77	-241.87	-255.19
MD	Frederick	113.08	614.15	37.69	68.94	87.29	51.05	16.66	-17.12	-57.65	-88.98	-108.01	-118.45	-127.67
MD	Montgomery	173.50	663.35	57.83	108.70	145.64	106.50	69.35	32.87	-10.91	-44.74	-65.31	-76.58	-86.53
MD	Prince George's	176.82	653.26	58.94	111.02	149.38	110.84	74.26	38.33	-4.79	-38.10	-58.35	-69.46	-79.26
MI	Monroe	176.13	992.15	58.71	107.00	134.46	75.92	20.36	-34.21	-99.69	-150.29	-181.04	-197.91	-212.79
MI	Wayne	121.40	1383.12	40.47	66.41	63.31	-18.30	-95.75	-171.82	-263.11	-333.65	-376.52	-400.04	-420.78
NJ	Bergen	208.64	610.02	69.55	132.69	183.02	147.03	112.87	79.32	39.05	7.94	-10.97	-21.34	-30.49
NJ	Mercer	61.09	529.79	20.36	35.16	38.84	7.58	-22.09	-51.23	-86.19	-113.21	-129.63	-138.64	-146.59
NJ	Middlesex	149.12	1383.67	49.71	84.88	91.01	9.37	-68.12	-144.22	-235.54	-306.11	-349.00	-372.52	-393.28
NY	Erie	347.61	2855.65	115.87	201.76	227.67	59.19	-100.73	-257.79	-446.26	-591.90	-680.42	-728.97	-771.80
NY	Montgomery	195.07	1390.97	65.02	115.44	136.65	54.58	-23.31	-99.82	-191.62	-262.56	-305.68	-329.33	-350.19
OH	Ashtabula	601.89	2356.75	200.63	376.51	502.91	363.86	231.88	102.26	-53.29	-173.48	-246.54	-286.60	-321.96
OH	Butler	171.89	966.90	57.30	104.44	131.28	74.23	20.09	-33.09	-96.91	-146.22	-176.19	-192.63	-207.13
OH	Cuyahoga	787.45	2937.23	262.48	494.13	664.09	490.79	326.30	164.76	-29.10	-178.90	-269.95	-319.89	-363.94
OH	Lake	556.53	1920.56	185.51	350.85	475.87	362.55	255.00	149.37	22.61	-75.33	-134.87	-167.52	-196.33
OH	Lorain	648.01	2121.51	216.00	409.73	558.91	433.74	314.93	198.25	58.23	-49.97	-115.73	-151.80	-183.62
OH	Trumbull	213.31	1019.56	71.10	131.50	170.49	110.33	53.24	-2.84	-70.13	-122.13	-153.73	-171.06	-186.36
OH	Wood	565.63	2306.88	188.54	352.86	468.74	332.64	203.45	76.57	-75.68	-193.33	-264.85	-304.06	-338.67
PA	Allegheny	228.31	2682.08	76.10	124.04	115.66	-42.58	-192.78	-340.29	-517.31	-654.09	-737.24	-782.83	-823.07
PA	Delaware	104.54	473.57	34.85	64.72	84.65	56.71	30.19	4.14	-27.11	-51.26	-65.95	-74.00	-81.10
PA	Erie	309.71	2422.06	103.24	181.04	207.98	65.08	-70.55	-203.77	-363.62	-487.15	-562.23	-603.41	-639.74
PA	Fayette	306.89	991.77	102.30	194.18	265.24	206.72	151.18	96.63	31.18	-19.40	-50.15	-67.01	-81.88
PA	Lawrence	166.02	886.68	55.34	101.37	128.78	76.47	26.81	-21.96	-80.48	-125.70	-153.18	-168.26	-181.56
PA	Philadelphia	87.49	705.81	29.16	50.92	57.85	16.20	-23.32	-62.14	-108.73	-144.72	-166.60	-178.60	-189.19
PA	Somerset	181.47	1055.28	60.49	109.90	137.15	74.89	15.79	-42.25	-111.90	-165.72	-198.43	-216.37	-232.20
TN	Davidson	244.20	1343.69	81.40	148.69	187.77	108.49	33.24	-40.66	-129.35	-197.87	-239.53	-262.37	-282.53
VA	Stafford	68.58	363.31	22.86	41.91	53.32	31.89	11.54	-8.44	-32.42	-50.95	-62.21	-68.39	-73.84
DC	DC	84.47	329.33	28.16	52.86	70.64	51.21	32.77	14.65	-7.08	-23.88	-34.09	-39.69	-44.63

* Changes are in comparison to 1998 baseline NOx, and are approximations based only on cumulative effects of the proposed Conrail Acquisition (assumed to be implemented over 3 years) and the EPA Locomotive Rule effects on just rail segment emissions by CSX, NS, Conrail, and Shared Assets Areas.

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ATTACHMENT I-2

Charts Showing Cumulative Nitrogen Oxides (NO_x) Emissions Changes Due to Proposed Conrail Acquisition and EPA Locomotive Rules

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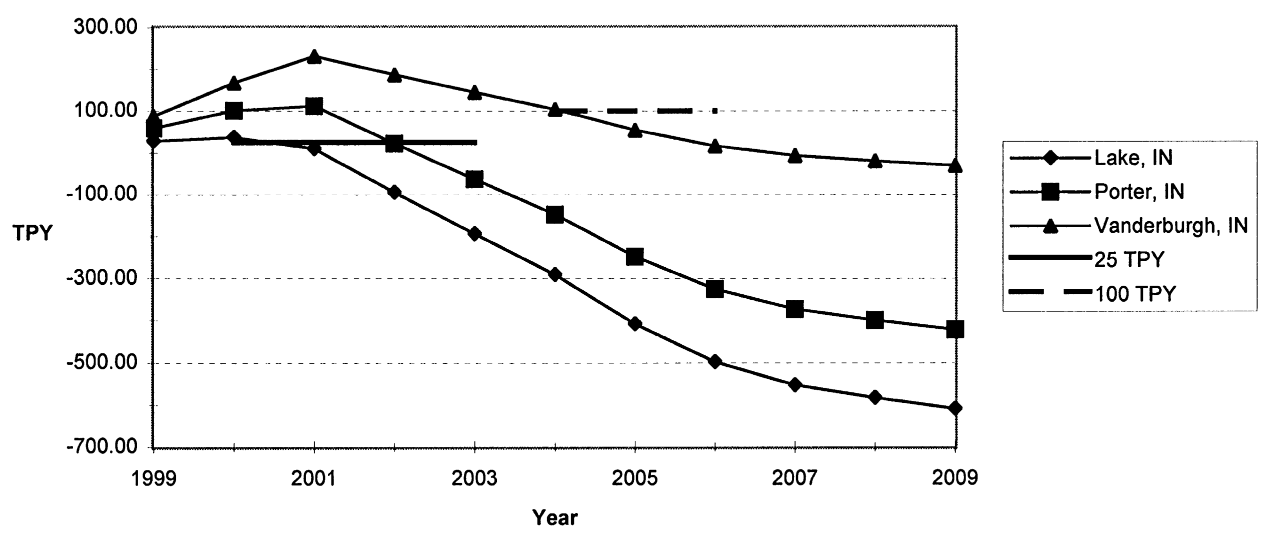
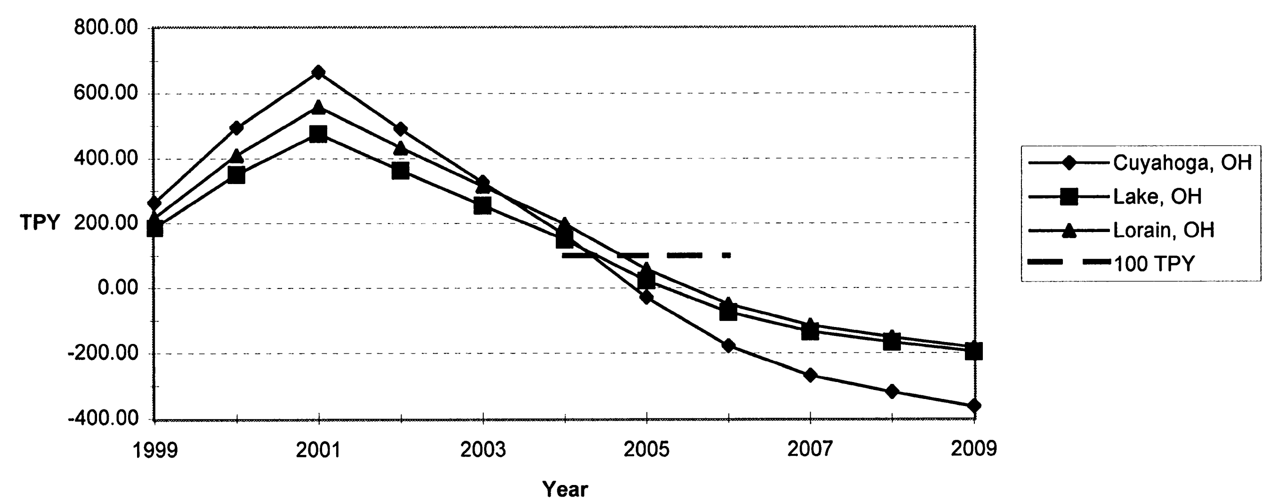
ATTACHMENT I-2
CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES

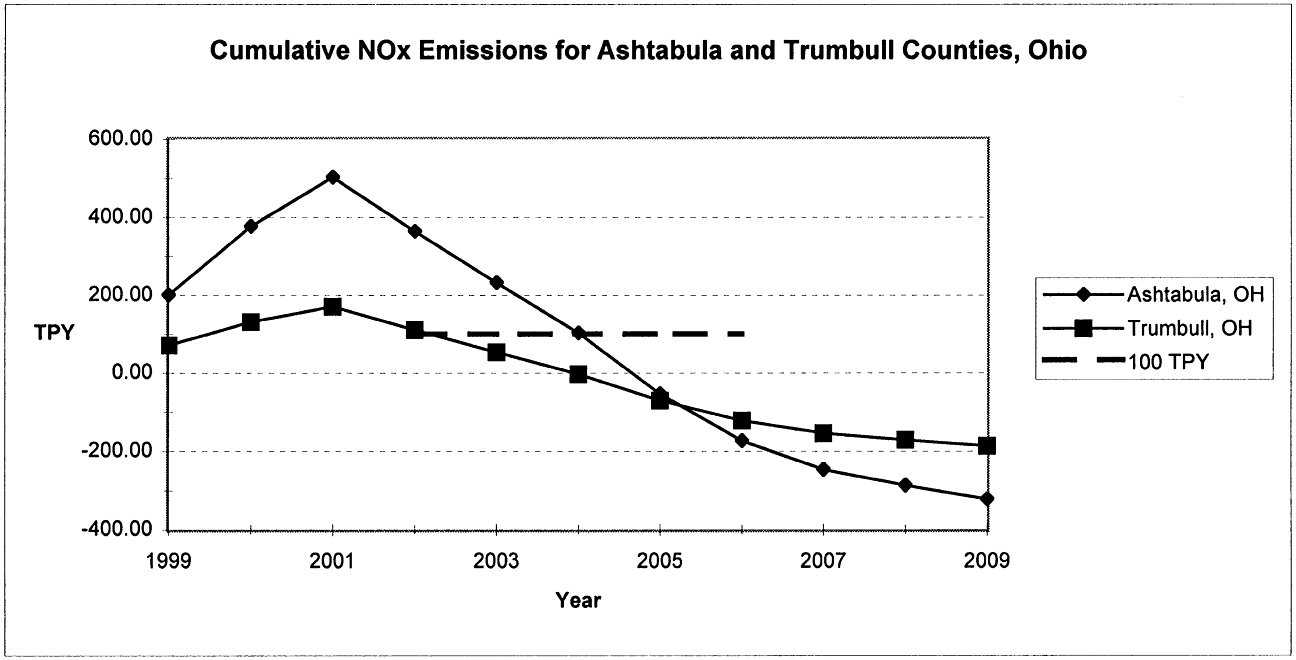
Cumulative NOx Emissions for Lake, Porter, and Vanderburgh Counties, Indiana

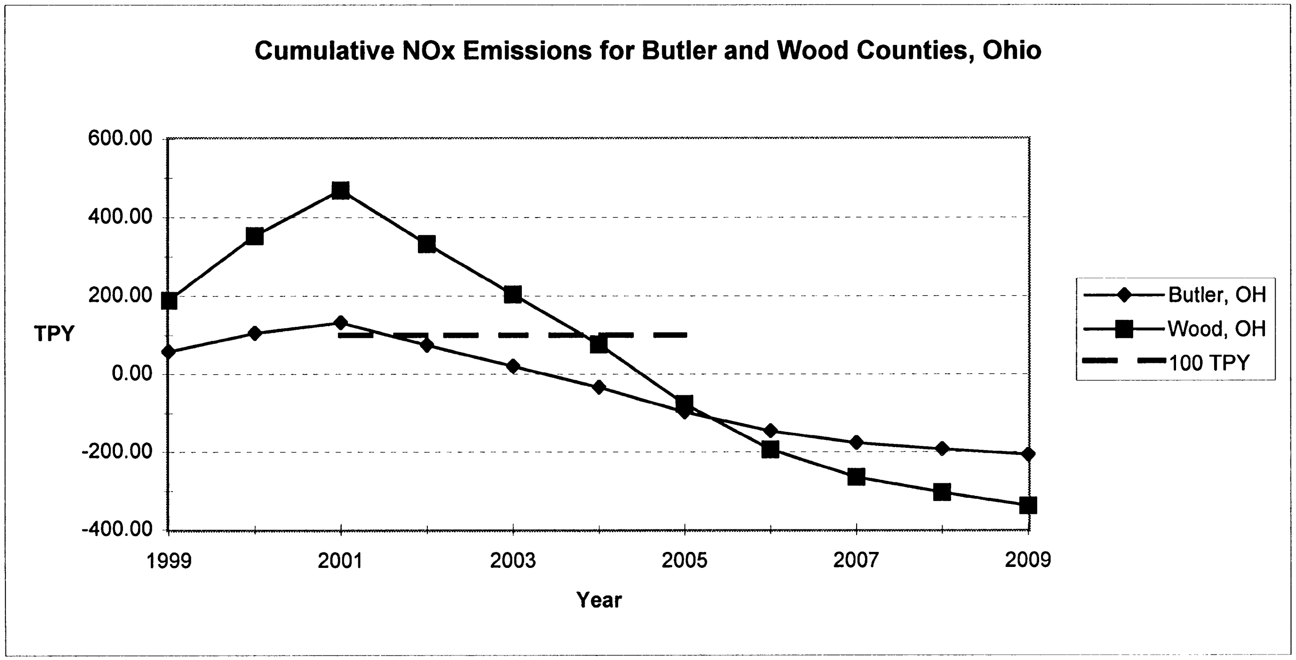


Cumulative NOx Emissions for Cuyahoga, Lake, and Lorain Counties, Ohio



ATTACHMENT I-2
CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES

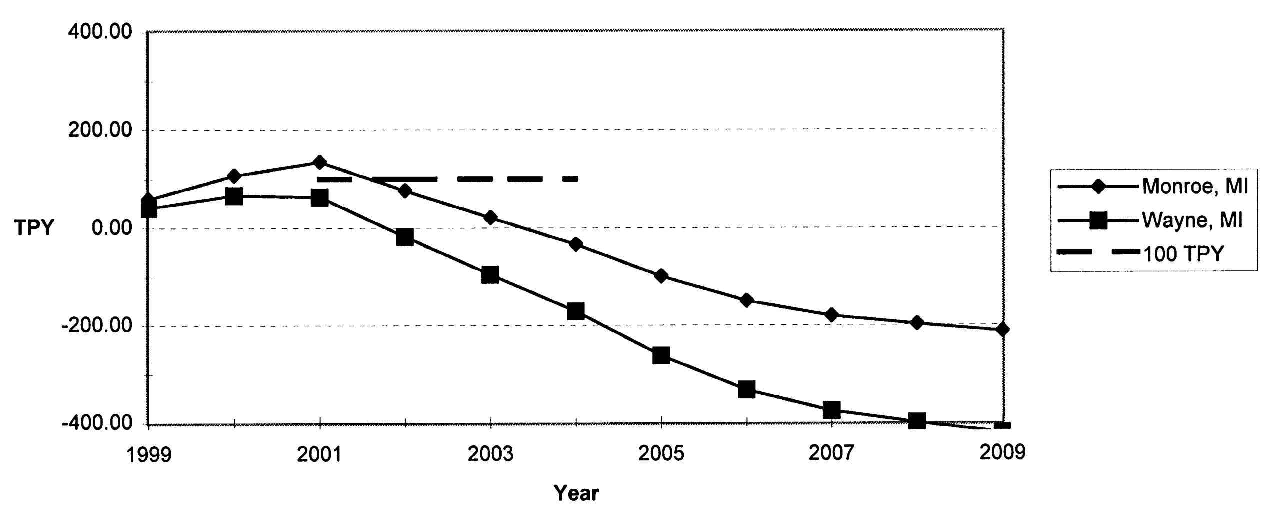




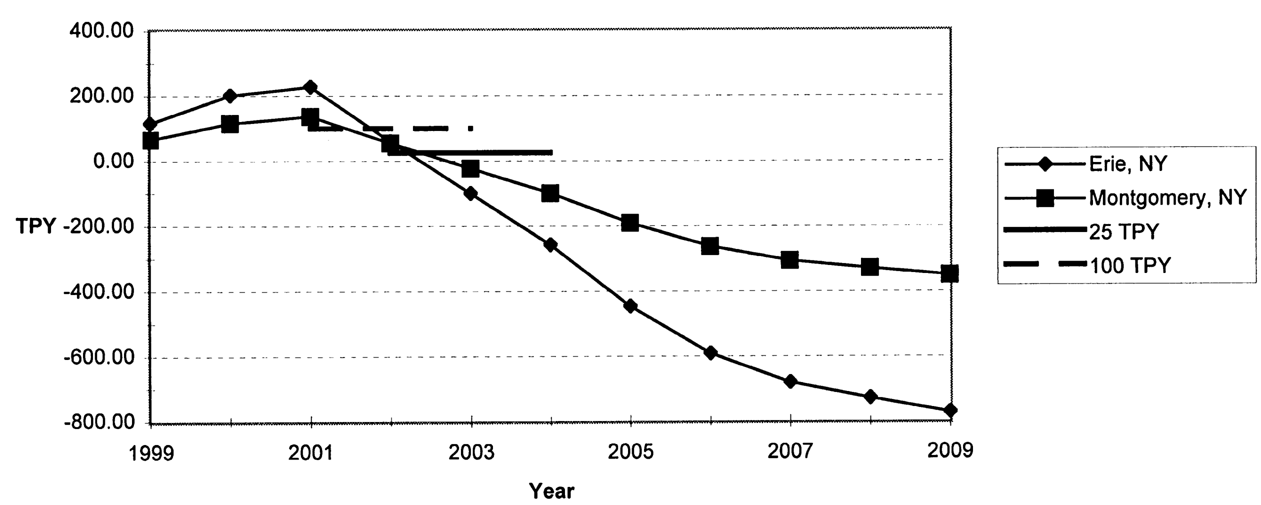
ATTACHMENT I-2

CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES

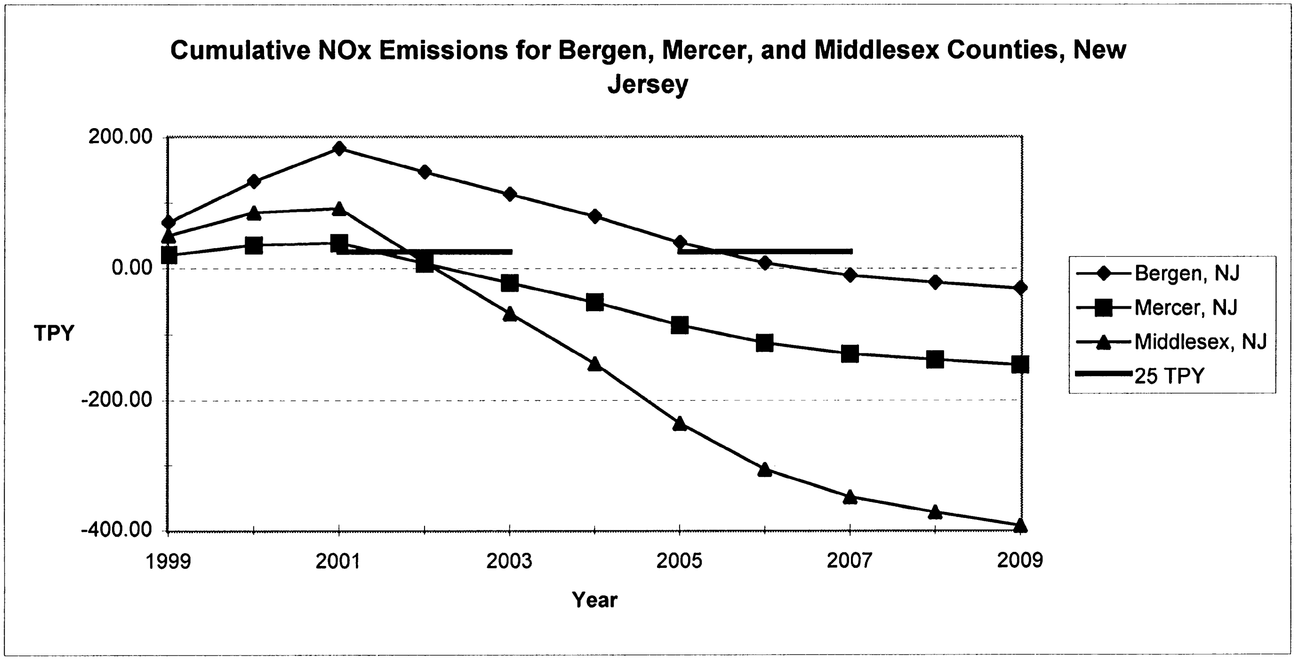
Cumulative NOx Emissions for Monroe and Wayne Counties, Michigan

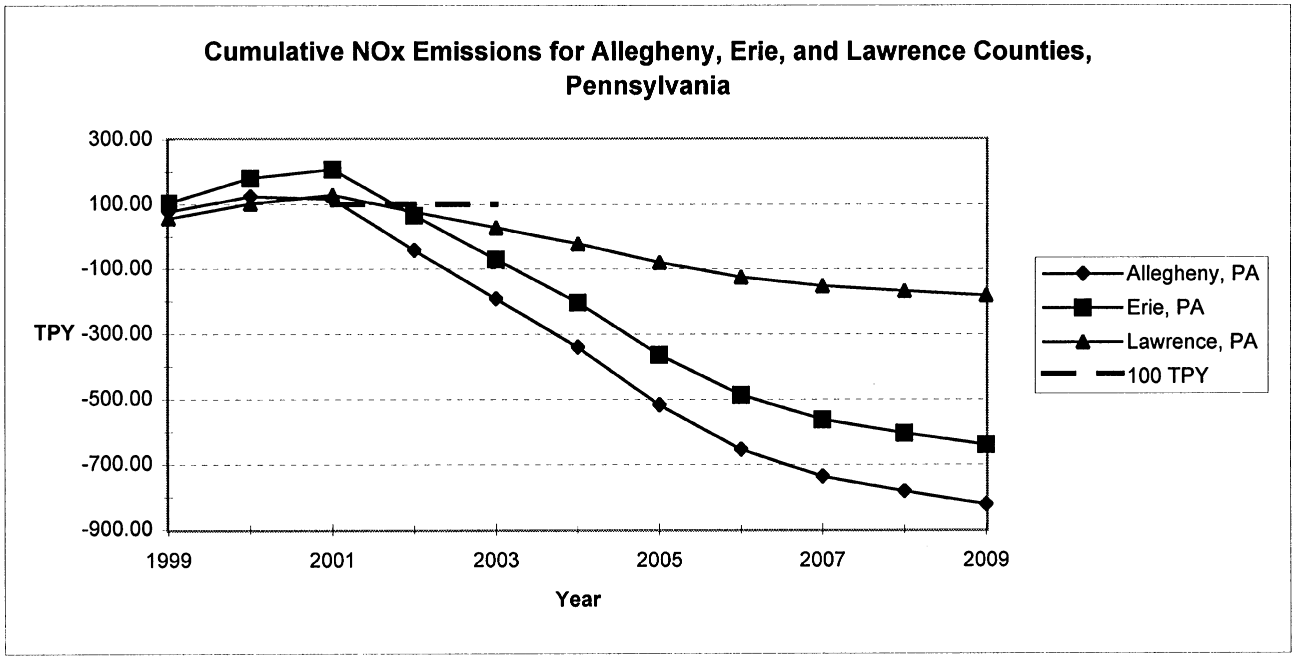


Cumulative NOx Emissions for Erie and Montgomery Counties, New York



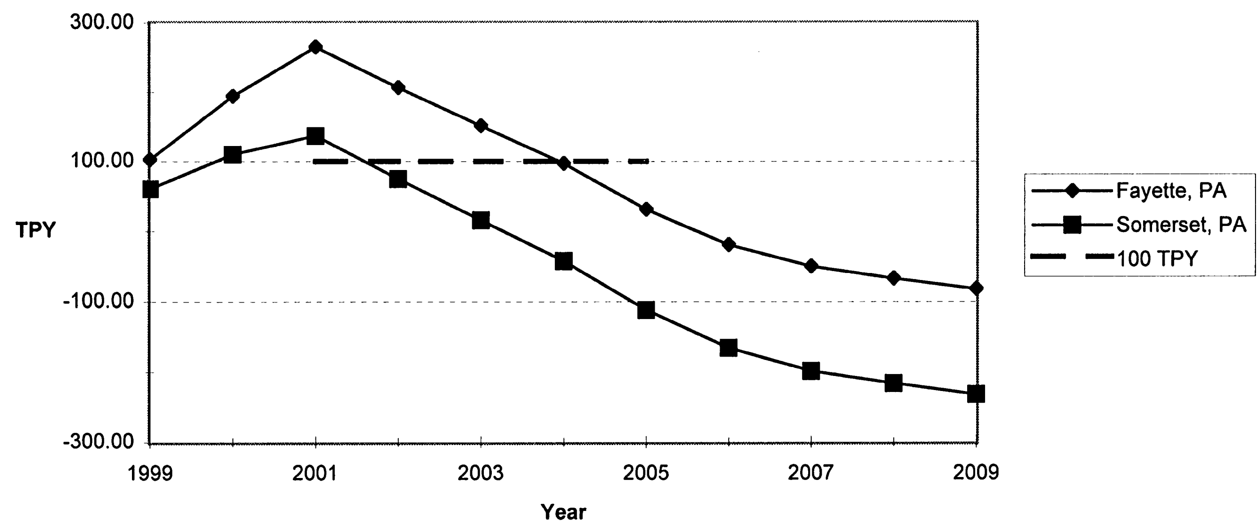
ATTACHMENT I-2
CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES



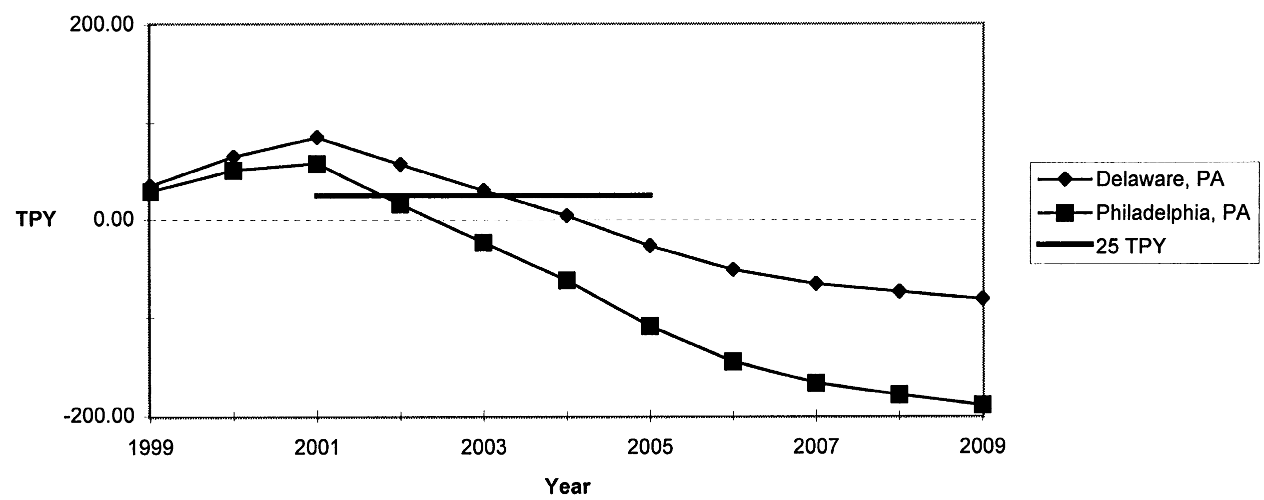


ATTACHMENT I-2
CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES

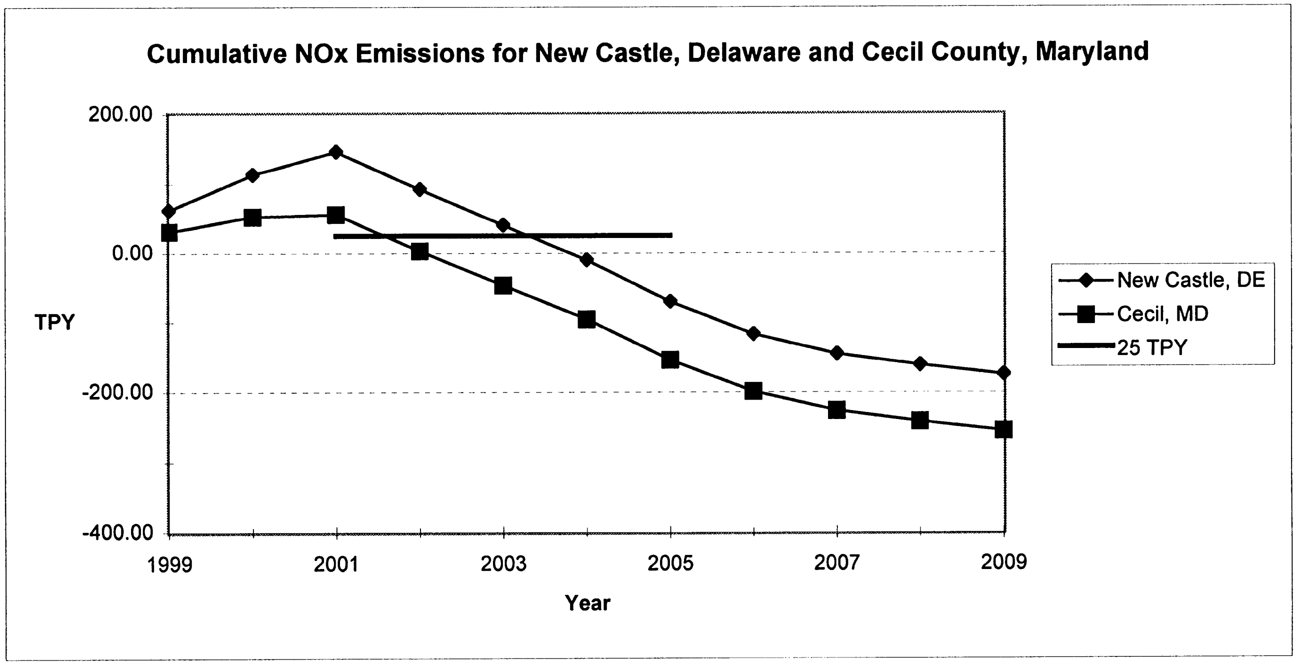
Cumulative NOx Emissions for Fayette and Somerset Counties, Pennsylvania

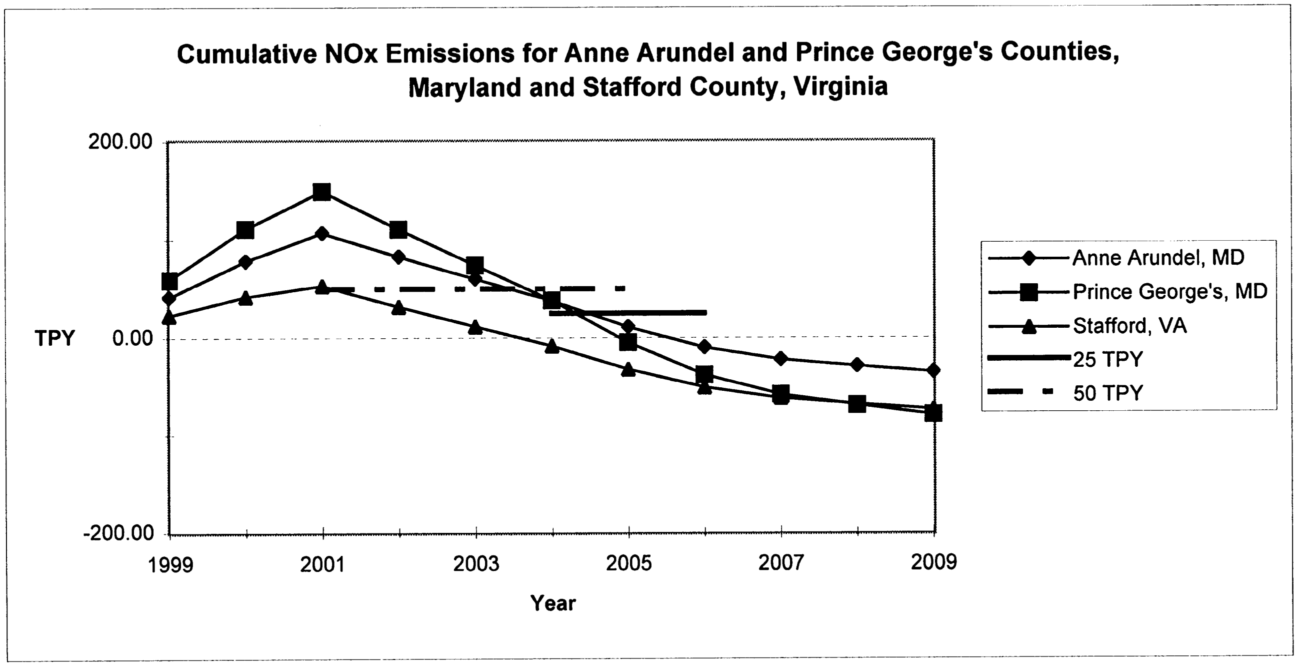


Cumulative NOx Emissions for Delaware County, Pennsylvania and Philadelphia, Pennsylvania



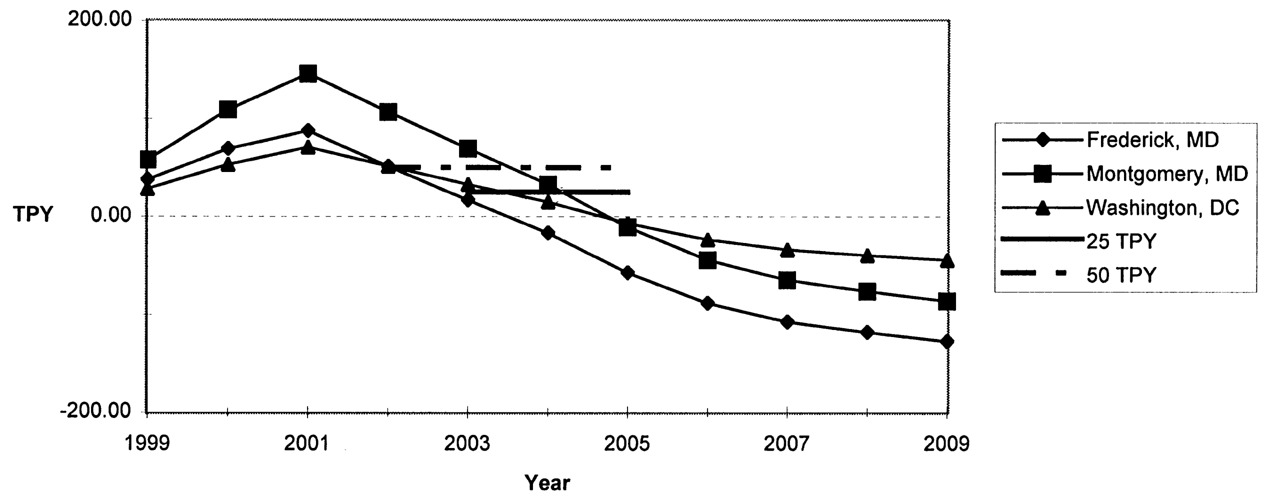
ATTACHMENT I-2
CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES



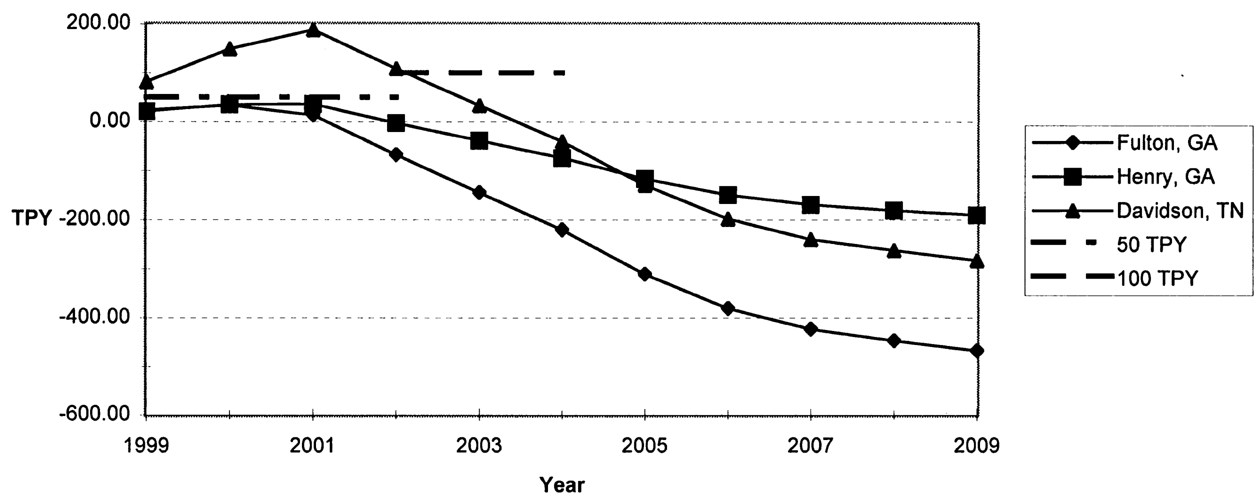


ATTACHMENT I-2
CHARTS SHOWING CUMULATIVE NITROGEN OXIDES (NOx) EMISSIONS CHANGES DUE TO PROPOSED CONRAIL ACQUISITION AND EPA LOCOMOTIVE RULES

Cumulative NOx Emissions for Frederick and Montgomery Counties, Maryland and Washington, D.C.



Cumulative NOx Emissions for Fulton and Henry Counties, Georgia and Davidson County, Tennessee



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ATTACHMENT I-3

Maximum Concentrations of Diesel Particulates and Organic Substances and Comparison to Health Criteria for 153 Diesel Locomotive Passbys Per Day

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ATTACHMENT I-3
MAXIMUM CONCENTRATIONS OF DIESEL PARTICULATES AND ORGANIC SUBSTANCES AND COMPARISON TO HEALTH CRITERIA FOR 153 DIESEL LOCOMOTIVE PASSBYS PER DAY

Pollutant	Emission Factor	Max. 1-Hour Concentration (µg/m³)	Ohio EPA 1-Hour MAGLC[a] (µg/m³)	Max. Annual Concentration (µg/m³)	U.S. EPA RfC[b] (µg/m³)	HEI Chronic Effects Threshold[c] (µg/m³)
Diesel Particulate Matter	0.26 g/hp-hr[d]	0.33	N/A	0.033	5	1-10
Acetaldehyde	2.52×10^{-5} lb/MMBtu[e]	3.84×10^{-5}	4,286	3.48×10^{-6}	9	N/A
Acrolein	7.88×10^{-6} lb/MMBtu[e]	1.09×10^{-5}	6.0	1.09×10^{-6}	0.02	N/A
Benzene	0.0387 g/hp-hr[f,g,h]	1.00×10^{-2}	762	1.00×10^{-3}	N/A	N/A
Formaldehyde	0.0142 g/hp-hr[f,g,h]	3.68×10^{-3}	35.7	3.68×10^{-4}	N/A	N/A
Toluene	2.81×10^{-4} lb/MMBtu[e]	3.88×10^{-4}	1,786	3.88×10^{-5}	400	N/A
Xylenes	1.93×10^{-4} lb/MMBtu[e]	2.67×10^{-4}	10,357	2.67×10^{-5}	N/A	N/A
1,3-Butadiene	0.0167 g/hp-hr[f,g,h]	4.35×10^{-3}	524	4.35×10^{-4}	N/A	N/A

N/A Not applicable or no value established.

[a] Source: Ohio EPA, 1998.

[b] Source: EPA Office of Mobile Sources, 1993.

[c] Source: Health Effects Institute, 1997.

[d] Source: EPA Office of Mobile Sources, 1997.

[e] Source: EPA Office of Air Quality Planning and Standards, 1996.

[f] Source: EPA Region 5, 1993.

[g] Source: General Motors Corporation, 1986.

[h] Emission factor calculated as percentage (f) of total hydrocarbon emissions (g).

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ATTACHMENT I-4

Maximum Calculated Concentrations of Diesel Particulates and Organic Substances Due to Locomotives and Comparison to Health Criteria for 73 Locomotive Passbys Per Day

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ATTACHMENT I-4
MAXIMUM CALCULATED CONCENTRATIONS OF DIESEL PARTICULATES AND ORGANIC SUBSTANCES DUE TO LOCOMOTIVES AND COMPARISON TO HEALTH CRITERIA FOR 73 LOCOMOTIVE PASSBYS PER DAY

Pollutant	Emission Factor	Max. 1-Hour Concentration (μg/m^3)	Ohio EPA 1-Hour MAGLC[a] (μg/m^3)	Max. Annual Concentration (μg/m^3)	U.S. EPA RfC[b] (μg/m^3)	HEI Chronic Effects Threshold[c] (μg/m^3)
Diesel Particulate Matter	0.26 g/hp-hr[d]	0.158	NA	0.0158	5	1-10
Acetaldehyde	2.52×10^{-5} lb/MMBtu[e]	1.67×10^{-5}	4,286	1.67×10^{-6}	9	N/A
Acrolein	7.88×10^{-6} lb/MMBtu[e]	5.21×10^{-6}	6.0	5.21×10^{-7}	0.02	N/A
Benzene	0.0387 g/hp-hr[f,g,h]	4.80×10^{-3}	762	4.80×10^{-4}	N/A	N/A
Formaldehyde	0.0142 g/hp-hr[f,g,h]	1.76×10^{-3}	35.7	1.76×10^{-4}	N/A	N/A
Toluene	2.81×10^{-4} lb/MMBtu[e]	1.86×10^{-4}	1,786	1.86×10^{-5}	400	N/A
Xylenes	1.93×10^{-4} lb/MMBtu[e]	1.28×10^{-4}	10,357	1.28×10^{-5}	N/A	N/A
1,3-Butadiene	0.0167 g/hp-hr[f,g,h]	2.08×10^{-3}	524	2.08×10^{-4}	N/A	N/A

N/A Not applicable or no value established.

a Source: Ohio EPA, 1998.

b Source: EPA Office of Mobile Sources, 1993.

c Source: Health Effects Institute, 1997.

d Source: EPA Office of Mobile Sources, 1997.

e Source: EPA Office of Air Quality Planning and Standards, 1996.

f Source: EPA Region 5, 1993.

g Source: General Motors Corporation, 1986.

h Emission factor calculated as percentage (f) of total hydrocarbon emissions (g).