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SERVICE DATE: LATE RELEASE JANUARY 21, 1998

SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC.

NORFOLK SOUTHERN CORPORATION AND

NORFOLK SOUTHERN RAILWAY COMPANY

-- CONTROL AND OPERATING LEASES/AGREEMENTS --

CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION

Decision No. 63

Dated: January 21, 1998

NOTICE TO THE PARTIES:

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

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

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

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

Vernon A. Williams

Secretary

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

Overview

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

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

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

Supplemental Errata Highway/Rail At-Grade Crossing Delay

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

that arrive while the crossing gate is activated.

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

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

where:

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

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

Supplemental Errata Environmental Justice Analysis

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

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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).
7	7.2	Table 7-1	7-10	Row 6 Column 2	For Illinois, delete Preliminary Recommended Mitigation No. 10.

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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 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.
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.

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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	7-16 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.
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.

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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
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
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.

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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	
IL	Cook, Calumet Park	C-010	163415H	Dixie Hwy.	Gates	B to D	17.0	32.9	15.9	Consultation
	Cook, Calumet Park	C-010	163416P	Broadway - 135 th St.	Gates	B to D	17.0	32.9	15.9	Consultation
	Cook, Evergreen Park	C-011	163433F	95 th 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
	Tippecanoe, Lafayette	N-045	484300A	South St., SR 26	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-045	484301G	9 th St.	Gates	B to C	23.6	41.0	17.4	Consultation

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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 Pre- Post- Change			Recommended Mitigation
	Tippecanoe, Lafayette	N-045	484309L	4 th St., U.S. 231	Gates	B to C	23.6	41.0	17.4	Consultation
	Tippecanoe, Lafayette	N-046	484290W	Underwood St.	Flashing lights	B to C	18.4	40.2	21.8	Consultation
	Tippecanoe, Lafayette	N-046	484292K	18 th St.	Flashing lights	B to C	18.4	40.2	21.8	Consultation
	Tippecanoe, Lafayette	N-046	484293S	17 th & Salem St.	Flashing lights	B to B	18.4	40.2	21.8	Consultation
	Tippecanoe, Lafayette	N-046	484294Y	Union St.	Gates	B to C	18.4	40.2	21.8	Consultation
KY	Christian, Hopkinsville	C-021	345267V	E. 9 th 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
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

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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	
	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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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	

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

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

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

County	Seg. No.	Crossing FRAID	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

County	Seg. No.	Crossing FRAID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Allen	C-022	532855T	THOMASRD	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	MAYSVILLERD	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	47 8 2 1 0 M	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	47 8 2 3 7 W	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	BRIANTST	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	JEFFERSONST	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	LAFONTAINST	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	SHEFFIELDAVE.	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	CALUMETA VE	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	CLARKERD	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	ILLINOISST	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	COUNTYLINERD.	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	
Lake	C-027	155645N	CLARKRD.	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	CALUMETA VE	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	HARRISONST.	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	WASHINGTONST	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	NAPOLEONST	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	WILLOWCREEK 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	FERRYST	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	MAINST	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	COLUMBIAST	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	SOUTHST&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	9THST	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	4THST&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	UNDERWOODST	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&SALEMST.	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	UNIONST	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. MARYLANDST	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. FRANKLINST	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	OHIOST	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	DAVISST	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	WABASHST	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.

Section of Environmental Analysis

January 21, 1998

Surface Transportation Board

Washington, D.C. 20423

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	SSUMMIT 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
FINANCE DOCKET NO. 33388
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

County	Seg. No.	Crossing FRAID	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
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	DIXBOR ORD	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	LEFORGEST.	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	
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 DR	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
FINANCE DOCKET NO. 33388
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

County	Seg. No.	Crossing FRAID	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
FINANCE DOCKET NO. 33388
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA

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

County	Seg. No.	Crossing FRAID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Allen	C-062	532707Y	N.JACKSON ST	2	6,200	5.9	35	5,600	59	14	1.42	1.62	A	13.9	35	6,200	150	16	1.54	4.49	A	
Allen	C-062	532710G	MAIN ST.	4	8,860	5.9	35	5,600	84	10	1.34	1.52	A	13.9	35	6,200	215	11	1.45	4.21	A	
Allen	C-062	532714J	N.METCALF ST.	2	7,850	5.9	35	5,600	75	18	1.51	1.72	A	13.9	35	6,200	190	20	1.64	4.77	A	
Allen	C-062	532719T	COLE ST	2	7,300	5.9	35	5,600	69	17	1.48	1.69	A	13.9	35	6,200	177	18	1.61	4.67	A	
Allen	C-062	532720M	CABLE RD	5	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	EAST TOWN 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	NSANDUSKY 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	COLUMBIARD	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	COLUMBIARD	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	
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	LLOYDRD	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	LLOYDRD	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-ELYRIARD	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	BRIDGEST	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	BELLEFOUNTAIN	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	WSTEWARD 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	4 7 3 6 6 8 W	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	
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
DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL ERRATA**

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

County	Seg. No.	Crossing FRAID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Beaver	C-082	584865S	14TH ST.	2	7,144	28.9	35	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) Recommend 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

County	Seg. No.	Crossing FRA ID	Roadway Name	Number of Roadway Lanes	ADT	Pre Acquisition								Post Acquisition								
						Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Trains per day	Train Speed (mph)	Train Length (feet)	No. of Veh. Delayed per day	Max. No. of Veh. in Queue per lane	Crossing Delay per stopped veh (min./veh)	Avg. Delay per Vehicle (All vehicles) (sec/veh)	Level of Service	Level of Service with Mitigation
Davidson	C-090	350207W	CRAIGHEAD	4	8,400	40.8	40	6,000	525	9	1.26	9.44	B	48.4	40	6,200	638	9	1.29	11.79	B	
Davidson	C-090	350208D	BERRY RD	2	6,100	40.8	40	6,000	381	13	1.35	10.09	B	48.4	40	6,200	464	14	1.38	12.60	B	
Davidson	C-090	348027Y	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
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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 FRAID	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	CENTRALIARD	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	EATLANTICST.	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	ENGLANDST.	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	EASTMAIN 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	JAHNKERD	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	BROADROCK 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

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