

CONRAIL®



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May 30, 2006

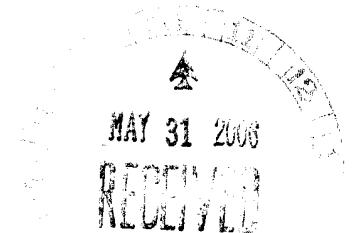
UPS NEXT DAY AIR

Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, DC 20423-0001

ENTERED
Office of Proceedings

MAY 31 2006

Part of
Public Record



Re: STB No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

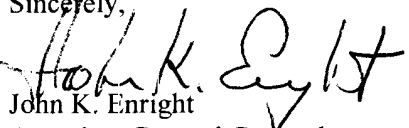
Dear Mr. Williams:

Enclosed for filing with the Board are the original and ten copies of a Notice of Exemption in reference to the above-described abandonment, which are submitted pursuant to 49 C.F.R. §1152.50, together with the \$3,100 filing fee. Pursuant to 49 C.F.R. §1104.2, the original and all copies are paginated consecutively to assist with scanning. Because the textual submission is less than twenty pages in length, no electronic copies are included. See 49 C.F.R. §1104.3(b)(1).

Also enclosed is the requisite environmental and historic report in conformance with 49 C.F.R. §§1105.7 and 1105.8; copies of letters consulting governmental agencies and officials with regard to environmental and historical matters as specified in §§1105.7 and 1105.8; copies of the responses Conrail has received from those agencies; and copies of letters that were mailed pursuant to §§1152.50(d)(1) and 1105.7(b), (e)(1) giving advance notice of this filing as required by those sections.

Please time stamp the enclosed extra copy of this letter and return it to me in the enclosed self-addressed, stamped envelope.

Sincerely,


John K. Enright

Associate General Counsel

1000 Howard Boulevard, 4th Floor

Mt. Laurel, NJ 08054

(856) 231-7206

FILED

MAY 31 2006

**SURFACE
TRANSPORTATION BOARD**

RECEIVED

MAY 31 2006

**SURFACE
TRANSPORTATION BOARD**

Enclosures

cc: All Parties on Attached Service List

SERVICE LIST

Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, DC 20423-0001

Brian D. Conway, State Historic Preservation Officer
Michigan State Historic Preservation Office
Michigan Historical Center
702 West Kalamazoo Street
P.O. Box 30740
Lansing, MI 48909-8240

Kwame M. Kilpatrick, Mayor
City of Detroit
Executive Office
Coleman A. Young Municipal Center
2 Woodward Avenue, Suite 1126
Detroit, MI 48226

Marsha S. Bruhn, AICP, Director
Detroit City Planning Commission
202 Coleman A. Young Municipal Center
2 Woodward Avenue
Detroit, MI 48226

Titus McClary, Mayor
City of Highland Park
12050 Woodward Avenue
Highland Park, MI 48203-3578

Darwin D. Parks, City Administrator
City of Highland Park
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Highland Park, MI 48203-3578

Jewel Ware, Chair
Wayne County Commission
Wayne County Building
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Detroit, MI 48226

Robert A. Ficano
Wayne County Executive
Wayne County Building
600 Randolph Street
Detroit, MI 48226

Michigan Department of Environmental Quality
Land and Water Management Division, Coastal Program Unit
525 West Allegan Street, P.O. Box 30458
Lansing, MI 48909-7958

The District Engineer
U.S. Army Engineer District, Detroit
477 Michigan Avenue
Detroit, MI 48226

Attn: Chris Antieau

U.S. Fish and Wildlife Service, Region 3
One Federal Drive
BHW Building
Fort Snelling, MN 55111

Kenneth A. Westlake, Chief
NEPA Implementation Section
U.S. Environmental Protection Agency – Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Richard Snay, Chief
Simon Monroe (N/NGS 12)
Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3129
Washington, DC 20240

John A. Bricker, State Conservationist
USDA Natural Resources Conservation Service
3001 Coolidge Road, Suite 250
East Lansing, MI 48823-6321

Michigan Department of Environmental Quality
Environmental Assistance Division
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Lansing, MI 48909-7973

Richard Pfaff / William Parkus
Southeast Michigan Council of Governments
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David Calabrese, Field Operations Group Leader
Federal Highway Administration
Michigan Division
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Lansing, MI 48933

Bob Korpanty
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U.S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street, NW
Room 3120
Washington, DC 20240

Dale Bosworth, Chief
USDA Forest Service
Sidney R. Yates Federal Building
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Brian G. Grennell, Environmental Review Specialist
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Michigan Historical Center
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Helen Marie Sharpley, Senior City Planner
Detroit City Planning Commission
Planning and Development Department
2300 Cadillac Tower
Detroit, MI 48226

Nina Korkis, Assistant Corporation Counsel
Charter County of Wayne
Department of Corporation Counsel
Nuisance Abatement/Real Estate Development
400 Monroe Street, Suite 680
Detroit, MI 48226

Craig A. Czarnecki, Field Supervisor
Tameka Dandridge
U.S. Fish and Wildlife Service
East Lansing Field Office
2651 Coolidge Road, Suite 101
East Lansing, MI 48823-6316

Shawn S. Sanchez, Project Manager
Enforcement Branch
Detroit District, U.S. Army Corps of Engineers
Box 1027
Detroit, MI 48231-1027

J. Peter Lark, Chairman
Michigan Public Service Commission
P. O. Box 30221
Lansing, MI 48909

Re: File No. 05-282-000-0

Patrick G. Carroll, Senior Realty Officer
U.S. Fish and Wildlife Service, Region 3
One Federal Drive
Bishop Henry Whipple Federal Building
Fort Snelling, MN 55111-4056

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C. 20423

STB NO. AB 167 (SUB-NO. 1188X)

CONSOLIDATED RAIL CORPORATION – ABANDONMENT
EXEMPTION – IN WAYNE COUNTY, MICHIGAN

NOTICE OF EXEMPTION

1. Consolidated Rail Corporation (“Conrail”) hereby files its verified notice of exemption pursuant to 49 C.F.R. 1152.50 to abandon the line of railroad described below. A map showing the location of the line and more specifically describing the portion to be abandoned is attached hereto as Exhibit A.

Name: Detroit Terminal West Industrial Track and Highland Park
Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan

Description of Track: A portion of two contiguous lines of railroad, the Detroit Terminal West Industrial Track, from approximately railroad milepost 7.70± near Joseph Campau Street to approximately railroad milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately railroad milepost 7.40± near Woodrow Wilson Street to approximately railroad milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan, which traverses United States Postal Service Zip Codes 48212, 48203, and 48238

Length of Track: 4.3 miles±

2. Conrail certifies that (a) no local or overhead traffic has moved over the line for at least two years, and (b) no formal complaint filed by a user of rail service on the line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending before the Board or any United States District Court or has been decided in favor of a complainant within the last two years.

3. The proposed consummation date of the abandonment is July 31, 2006.

4. The exact name of the applicant is Consolidated Rail Corporation

5. Conrail is a common carrier by railroad subject to Subtitle IV, Part A, of Title 49, United States Code, and is not a part of any other railroad system.

6. The relief Conrail seeks is abandonment of the above-described line.

7. Applicant's representative to whom correspondence relating to this matter should be addressed is John K. Enright, Associate General Counsel, Consolidated Rail Corporation, 1000 Howard Boulevard, 4th Floor, Mt. Laurel, NJ 08054, Telephone (856) 231-7206.

8. Conrail is aware of no alternative public purpose for which the property is suitable.

9. Conrail acknowledges that the Board must require provisions for protection of the interests of employees as a condition of any abandonment and that it may not in the exercise of its exemption authority relieve a rail carrier from an obligation to protect the interests of employees. See 49 U.S.C. 10903(b)(2) and 10502(g), as amended. Conrail believes that the appropriate level of labor protection to be imposed is that contained in the conditions set forth in Oregon Short Line Railroad Company – Abandonment – Goshen, 360 I.C.C. 91 (1979).

10. Attached hereto as Exhibit B is an Environmental and Historic Report in conformance with 49 C.F.R. 1105.7 and 1105.8.

11. The undersigned counsel for Conrail certifies that (a) the notice requirements of 49 C.F.R. 1152.50(d)(1) have been complied with by the sending on April 27, 2006 of letters to the agencies and entities specified in 49 C.F.R. 1152.50(d)(1) (copies of which are attached hereto); (b) the requirements of 49 C.F.R. 1105.7(b) and 49 C.F.R. 1105.11 have been fulfilled by the sending on September 7, 2005 of letters to the specified governmental agencies (copies of which are attached hereto) and the submission on March 23, 2006 of an application to the Michigan State Historic Preservation Office pursuant to said agency's request (a copy of which is attached hereto), and the sending on April 27, 2006 of copies of the Environmental and Historic Report containing the information required in 49 C.F.R. 1105.7(e)(1) to the specified governmental agencies; (c) the requirements of 49 C.F.R. 1105.8(c) have been met by the sending on April 27, 2006 of a copy of the Environmental and Historic Report to the Michigan State Historic Preservation Office; and (d) the requirements of 49 C.F.R. 1105.12 have been fulfilled by the publishing of a notice on May 5, 2006 in the Detroit News/Free Press, a newspaper of general circulation in Wayne County, Michigan. An Affidavit of Publication and a copy of the text of this notice are attached hereto as Exhibit C.

A handwritten signature in black ink, appearing to read "John K. Enright", is written over a horizontal line.

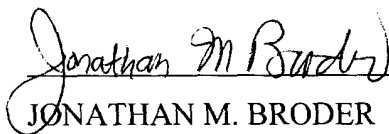
JOHN K. ENRIGHT
Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard – 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206
Attorney for Consolidated Rail Corporation

DATE: May 30, 2006

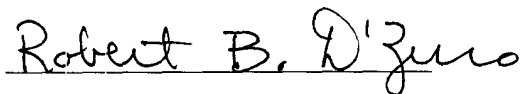
VERIFICATION

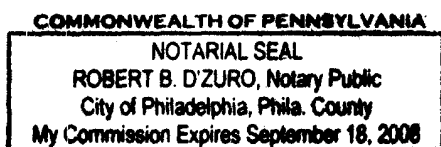
COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF PHILADELPHIA :

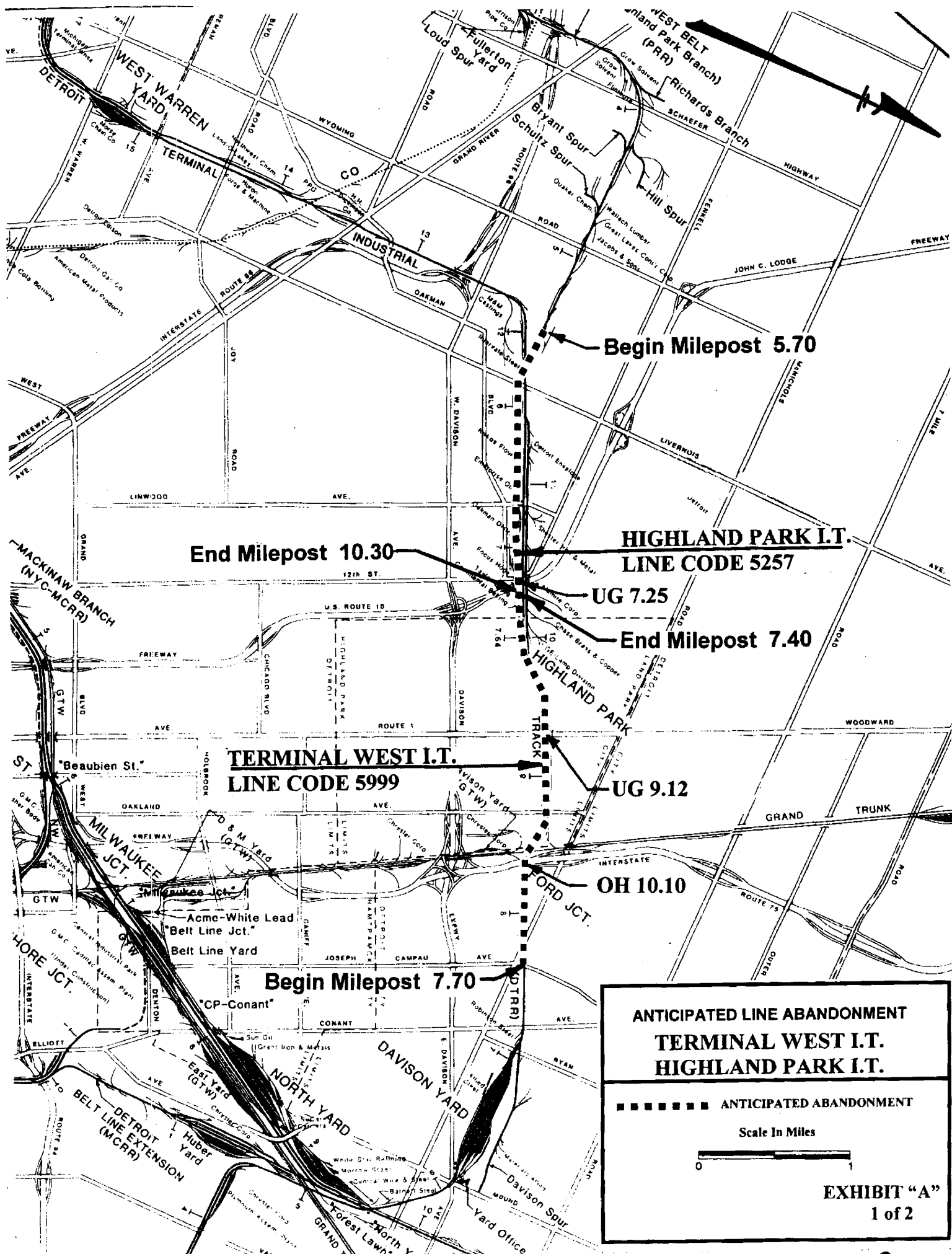
Jonathan M. Broder, being duly sworn, makes oath and says that he is Vice President – General Counsel and Corporate Secretary of Consolidated Rail Corporation, that he has been authorized by proper corporate action of Consolidated Rail Corporation to verify and file with the Surface Transportation Board the foregoing Notice of Exemption; that he has general knowledge of the facts and matters relied upon in such Notice; and that all representations set forth therein are true and correct to the best of his knowledge, information and belief.


JONATHAN M. BRODER

Sworn To and Subscribed
Before Me This 30TH Day
Of May, 2006


Notary Public





**ANTICIPATED LINE ABANDONMENT
TERMINAL WEST I.T.
HIGHLAND PARK I.T.**

■■■■■■■■■■ ANTICIPATED ABANDONMENT

Scale In Miles

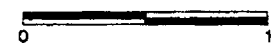


EXHIBIT "A"
1 of 2

Highland Park, Michigan, United States

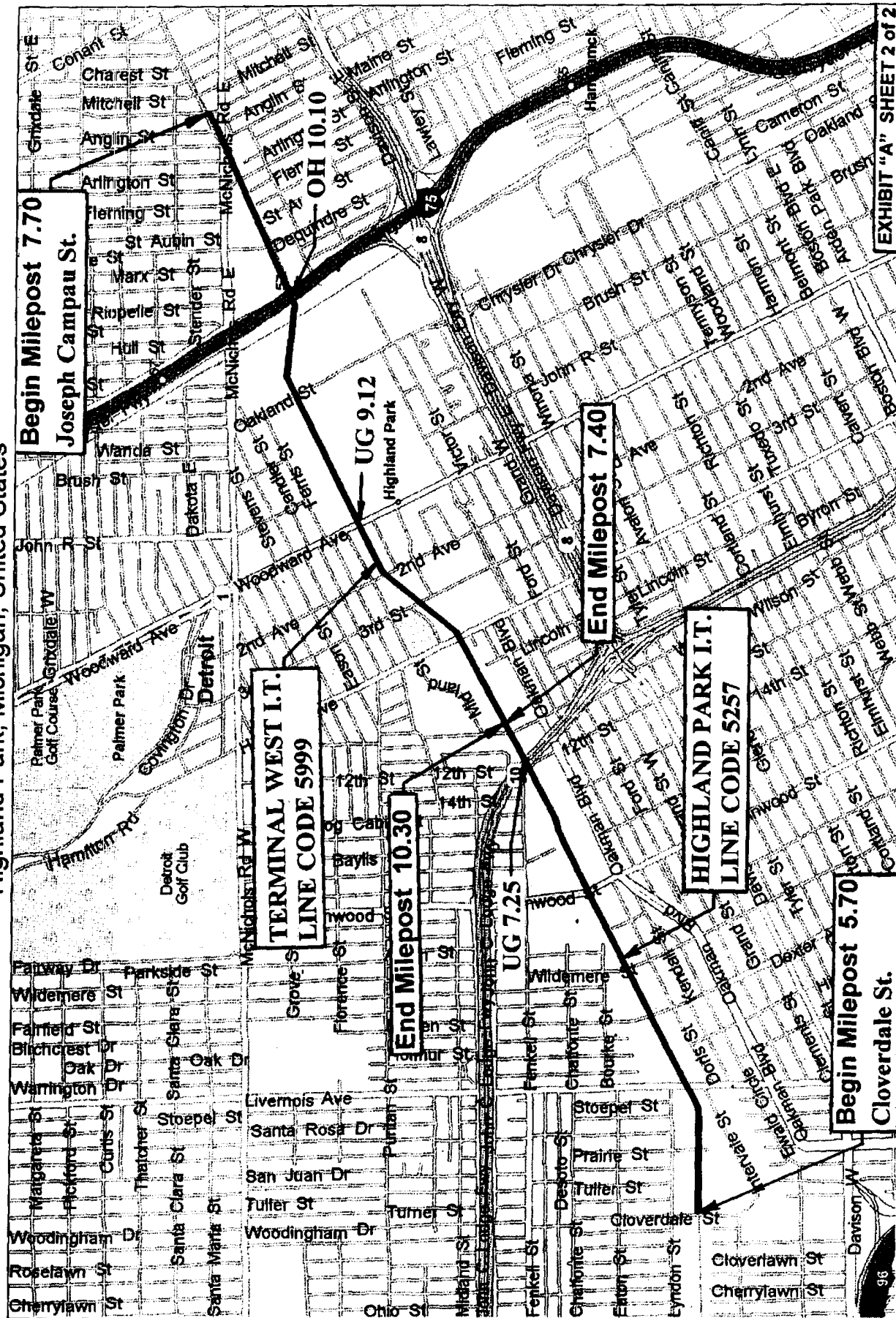


EXHIBIT B

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C. 20423

STB NO. AB 167 (SUB-NO. 1188X)

CONSOLIDATED RAIL CORPORATION – ABANDONMENT EXEMPTION – IN
WAYNE COUNTY, MICHIGAN

NOTICE OF EXEMPTION

ENVIRONMENTAL AND HISTORIC REPORT

Consolidated Rail Corporation (“Conrail”) submits this Environmental and Historic Report in accordance with 49 C.F.R. §§ 1105.7 & 1105.8. Conrail has fulfilled the requirements of sections 1105.7 and 1105.8 that it consult specified public agencies by sending letters to such agencies and requesting comments on the effect of this action on the environment and on matters of historic preservation concern. Copies of the letters and all responses Conrail has received to date are attached to this Report. Any responses received in the future will be promptly furnished to the Board.

ENVIRONMENTAL

1. Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

1. The proposed action is abandonment of portions of two contiguous lines of railroad, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, Michigan, traversing United States Postal Service Zip Codes 48212, 48203, and 48238. Note that milepost 10.30 on the Detroit Terminal West Industrial Track is the same as milepost 7.40 on the Highland Park Industrial Track. Conrail expects to file a Notice of Exemption to abandon this line on or about May 30, 2006. As the subject line has been out of service for more than two years, no commodities are transported on the line and no changes in current operations or maintenance practices will result from the proposed action. Conrail has no plans to dispose of the structures on the line; track, track material, and crossties are planned for removal. The only reasonable alternative is that of no action. A detailed map is attached as Exhibit "A".

2. Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

2. The subject line is out of service and is used for no freight or passenger service. Consequently, the proposed abandonment will have no effect upon regional or

local transportation systems and patterns and will cause no diversion of passengers or freight to other transportation systems or modes.

3. Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with the existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10905 and explain why.

3. (i) Conrail is aware of no inconsistencies of the proposed action with existing land use plans. The Mayor of Detroit, the Detroit City Planning Commission, the Mayor of Highland Park, the Administrator of the City of Highland Park, the Wayne County Commission, the Wayne County Executive, the Southeast Michigan Council of Governments ("SEMCOG"), and the National Geodetic Survey ("NGS") have been consulted in this regard. Conrail wrote to these agencies on September 7, 2005 to request that they comment on the proposed abandonment. In its response dated September 12, 2005, the Detroit Planning Commission forwarded Conrail's proposed abandonment to the Detroit Planning & Development Department for comment. In its response dated September 19, 2005, this department stated that the "proposed program [abandonment] aligns with the *Planning and Development Department's Revised City of Detroit Master Plan of Policies (2004)* citing the element of Transportation & Mobility and Industrial Centers as follows: Enhance the safety of transportation systems ... Improve environmental conditions in and around industrial centers. Based on alignment with the above-cited goals and policies, the Planning and Development Department supports this program [abandonment]. In its response dated October 13, 2005, SEMCOG stated that it "finds that your project does not appear to conflict with areawide plans (see attached SEMCOG Transportation Program area staff memo, 10/3/2005)." In the 10/3/05 memo, SEMCOG states "The proposed abandonment should not have a deleterious effect on the surrounding community since the tracks have been inoperable for several years.... There is no Transportation Improvement Projects (TIP) associated with this segment of rail.

There appears to be no potential problems associated with the abandonment of the proposed Conrail tracks.” In its response dated October 11, 2005, the Assistant Corporation Counsel for the Wayne County Executive’s office stated that “[w]e have reviewed your proposed abandonment and have determined that such action will not adversely affect any County infrastructure improvements or any current or proposed economic development projects.” The National Geodetic Survey (“NGS”) has also been consulted in this regard. In its e-mail response dated May 15, 2006, this agency stated “[a]pproximately 03 geodetic survey marks may be located in the area described. If marks will be disturbed by the abandonment, NGS requests 90-day advance notice to attempt their formal relocation.” Conrail does not anticipate that any geodetic survey marks will be disturbed by the proposed abandonment. In the event that any such geodetic survey marks have to be disturbed, Conrail will provide the requested 90-day notice to NGS. Upon receipt of any responses from the other agencies, Conrail will forward same to the Board.

(ii) The United States Soil Conservation Service, now renamed the Natural Resources Conservation Service (“NRCS”), has been consulted in this regard. In its response dated September 21, 2005, this agency stated the proposed abandonment “will not have a negative impact on the county’s prime and unique farmland.”

(iii) The Michigan Department of Environmental Quality (“MDEQ”) – Land and Water Management Division has been consulted in this regard. In its response dated September 30, 2005, this agency stated “[o]ur review indicates that this project is located outside of Michigan’s coastal management boundary. No adverse impacts to coastal resources are anticipated from this proposed activity as described in the information [Conrail] forwarded to our office. Therefore, this phase of the project is consistent with MCMP [Michigan’s Coastal Management Program].”

(iv) Conrail is not aware of an alternative public use under 49 U.S.C. 10905 for which the right-of-way is suitable.

4. Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will

cause diversions from rail to motor carriage of more than (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

4. Because the subject line is out of service and has handled no local or overhead traffic during the last two years, the proposed abandonment will not affect transportation of energy resources or recyclable commodities, will not result in an increase or decrease in overall energy efficiency, and will cause no traffic diversion from rail to motor carriage.

5. Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5) (i)(A) will apply. (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. (iii) If transportation of ozone depleting material is contemplated, identify the materials and quantity, the frequency of service, safety practices, the applicant's safety record on derailments, accidents and spills, contingency plans to deal with accidental spills, and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

5. Because the subject line is out of service and has handled no traffic within the past two years, the proposed abandonment will cause no increase or decrease in rail or motor carrier traffic and will have no impact upon air quality. The proposed action will not affect the transportation of ozone depleting material.

6. Noise. If any of the thresholds identified in Item (5) are surpassed, will the proposed action cause (i) An incremental increase in noise levels of three decibels Ldn or more; or (ii) An increase to a noise level of 65 decibels Ldn or greater. If so,

identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the affected area, and quantify the noise increase for these receptors if the thresholds are surpassed.

6. Inapplicable because none of the thresholds identified in Item (5) is surpassed.

7. Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste site or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

7. (i) Because the subject line is out of service and has handled no traffic within the past two years, public health and safety will not be affected by the proposed action.

(ii) No hazardous materials will be transported as a result of the proposed abandonment.

(iii) Conrail is aware of no hazardous waste sites or hazardous materials spills on the right-of-way.

8. Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

8. (i) Conrail is aware of no endangered species or area designated as a critical habitat likely to be adversely affected by the proposed abandonment. The United States Fish and Wildlife Service ("FWS") has been consulted in this regard. In its response dated October 11, 2005, this agency stated "[o]ur records do not indicate any federally listed species near [Conrail's] proposed project sites." In a conversation on

April 3, 2006, Ms. Tameka Dandridge of the FWS (phone: 517-351-8315) confirmed that there has been no update to the endangered species list and comments as stated in the FWS' response dated October 11, 2005. The FWS also recommended that Conrail check the Michigan Department of Natural Resources ("MDNR") Endangered Species Assessment website for any State protected species within the proposed abandonment area. Conrail hereby certifies that it has checked the MDNR's Endangered Species Assessment website and no endangered species were identified within the proposed abandonment area. In a response dated May 8, 2006, the FWS further noted that "[w]e have researched our ownerships in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed rail line abandonments. We do not have any concerns regarding real estate matters in the abandonments." The National Park Service has also been consulted in this regard. Conrail wrote to this agency on September 7, 2005, to request that it comment on the proposed abandonment. Any comment received from the Park Service will be promptly forwarded to the Board.

(ii) Conrail is aware of no wildlife sanctuary or refuge or National or State park or forest likely to be adversely affected by the proposed abandonment. The United States Fish and Wildlife Service, in its response of October 11, 2005, identified no such areas within the vicinity of the line. The National Park Service has also been consulted in this regard. Conrail wrote to this agency on September 7, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.

9. Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable federal, state, or local water quality standards (usually applicable only in the context of rail line construction application and abandonments that will require in-stream salvage operations), and describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required and whether any designated wetlands or 100-year flood plains will be affected, and describe any effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

9. (i) No in-stream salvage operations will be required, and Conrail is aware of no inconsistency of the proposed action with applicable federal, state, and local water

quality standards. The Michigan Department of Environmental Quality ("MDEQ") – Environmental Assistance Division has been consulted in this regard. Conrail wrote to this agency on September 7, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.

(ii) The proposed abandonment contemplates only removal of the rail, track material, and cross ties, and no clearing, grading, or alteration of the topography will result from the abandonment. No dredging or discharge of dredge or fill materials into navigable waters will be involved, and therefore no permits will be required under Section 404 of the Clean Water Act (33 U.S.C. 1344). The proposed abandonment will have no effect upon designated wetlands or 100-year flood plains. The U.S. Army Corps of Engineers ("Corps") has been consulted in this regard. In its response dated October 26, 2005, the Corps stated that "[b]e aware that as a result of the transfer of a portion of the Corps' regulatory responsibilities to the Michigan Department of Environmental Quality (MDEQ), this project site is no longer within the Corps' jurisdiction." The Corps recommended Conrail contact MDEQ for a determination of State permit requirements. The Michigan Department of Environmental Quality ("MDEQ") – Environmental Assistance Division has been consulted in this regard. Conrail wrote to this agency on September 7, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.

(iii) The abandonment will not result in the discharge of any pollutant which would require a permit under Section 402 of the Clean Water Act (33 U.S.C. 1342). The question of permitting in Michigan under Section 402 has been delegated to the MDEQ. The Michigan Department of Environmental Quality ("MDEQ") – Environmental Assistance Division has been consulted in this regard. Conrail wrote to this agency on September 7, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board. The U.S. Environmental Protection Agency ("EPA") has also been consulted in this regard. Conrail wrote to this agency on September 7, 2005, to request that it comment on the proposed abandonment. In its response dated October 3, 2005, the EPA stated that "a Section 402 permit covering stormwater runoff from construction activities may be necessary. Please consult the Michigan Department of Environmental Quality on this

issue and Section 404 of the Clean Water Act related concerns.” As noted above, MDEQ has been consulted in these matters, and upon receipt of any response Conrail will forward same to the Board. In its October 3, 2005 response the EPA also stated that “[w]e note the project’s intent is to remove only rails and crossties. We request recycling or appropriate disposition of these materials be addressed in your Application, along with the disposition of any ancillary structures and materials such as train and crossing signals, and electrical and equipment housings.” It is Conrail’s intention that upon the Board’s approval of the subject abandonment to salvage the rail and any other materials that can be reused or recycled. The EPA further comments that “[i]n that this rail line crosses Woodward Avenue, a designated National Byway, and interacts with an historic Ford Motor Plant, please contact the Federal Highway Administration and Michigan Department of Transportation for the former and the Michigan State Historic Preservation Office concerning the latter.” Conrail wrote to the Federal Highway Administration (“FHWA”) and the Michigan Department of Transportation (“MDOT”) on October 12, 2005. In its response dated November 22, 2005, the FHWA stated “you inquired about the abandonment of the crossing at Woodward Avenue, which is a designated National Byway. FHWA has no concern with the abandonment of this crossing.” In its response dated November 14, 2005, MDOT stated the “Michigan Department of Transportation (MDOT) has no objections to the proposed abandonment so long as MDOT easements over portions of this property remain intact. You should also be reminded that disposal of these rail lines are subject to the Right of First Refusal Provisions Act 295 of 1976, as amended.” Conrail hereby confirms that any MDOT easements over the property will remain intact and that it will comply with any and all obligations it may have under the Right of First Refusal Provisions Act. Regarding the EPA’s comment concerning the Ford plant, the Michigan State Historic Preservation Office (“SHPO”) has been consulted on September 7, 2005 and March 23, 2006 concerning the proposed abandonment and the historic Ford plant (see Historic Report #7, below, for details). Finally, the EPA stated in its October 3, 2005 response that “Highland Park is an economically depressed community qualifying for Environmental Justice consideration.... We recommend discussing potential redevelopment or future uses of this ROW, in relationship to these industrial sites as connected and cumulative concerns, with the City Administrator,

Darwin Parks.” Mr. Parks has been consulted, on September 7, 2005, regarding the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board. Furthermore, Conrail is willing to discuss Environmental Justice considerations with the City Administrator as recommended by the EPA.

10. Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

10. Inapplicable, in that there are no adverse environmental impacts.

HISTORIC

Pursuant to 49 C.F.R. § 1105.8, Conrail provides the following report on specified historic matters.

Proposed Action and Alternatives.

The proposed action and alternatives are described in Item 1 of the Environmental section of this report.

1. Map. Attach a U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

1. A map of the subject line is attached as Exhibit "A".

2. Description of Right-of-Way. A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

2. The right-of-way proposed for abandonment is located in cities of Detroit and Highland Park, Wayne County, Michigan, traversing United States Postal Service Zip Codes 48212, 48203, and 48238. It extends from the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the other known as the Highland Park Industrial track, consisting of a single track and two turnouts between approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (together hereinafter the "Line"). The right-of-way is 66 feet wide. The topography of the surrounding area is flat, as shown on the topographic map as Exhibit "A". The track is located in a suburban residential/industrial area.

3. Photographs. Good quality photographs of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

3. There are two undergrade bridges on the line, UG 9.12 on the Terminal West Industrial Track and UG 7.25 on the Highland Park Industrial Track. Only bridge UG 9.12 is older than 50 years; however, photographs of both bridges are included for reference. Additional photographs of the line, as required by the Michigan State Historic Preservation Office ("SHPO") and submitted with Conrail's March 23, 2006 Section 106 Application to the SHPO, are also attached. There is one overhead bridge located on the Terminal West Industrial Track, identified on Exhibit A as OH 10.10. OH 10.10 is a highway bridge carrying Interstate Route 75 over the Terminal West Industrial Track. OH 10.10 is owned by others and is not a railroad structure, and its reference on the attached map (Exhibit A) is for reference only. No photographs of OH 10.10 are provided.

4. Construction Dates. The date(s) of construction of the structure(s), and the date(s) and extent of any major alteration, to the extent such information is known.

4. The construction dates of the structures on the line are as follows:

<u>Bridge No.</u>	<u>Construction Type</u>	<u>Construction Date</u>
UG 9.12	Thru Girder	1936
UG 7.25	Deck Girder	1968

5. Carrier Operations. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.

5. The subject line was used for rail freight operations. However, the line is out of service and has handled no traffic within the past two years. Accordingly, no change in operations is contemplated as a result of the proposed action.

6. Summary of Documents. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.

6. Conrail does not have in its possession any engineering drawings for either UG 9.12 or UG 7.25.

7. Opinion regarding historical matters. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4) and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultation with the State Historic Preservation Office, local historical societies or universities).

7. Based upon readily available information in its possession and the consultation described below, Conrail is of the opinion that the site of the subject line and the railroad structures thereon do not meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and there is not a likelihood of archeological resources or any other previously unknown historic properties on the subject line. The bases for these opinions are the absence of any document in Conrail's possession indicating that the site or any structure meet historical criteria or that there is a likelihood that archeological resources or historic properties exist on the line, a review of Michigan Sites-On-Line, a review of the National Register of Historic Places, and on-site inspections of the subject line conducted by Conrail field engineers in March 2005 and again in March 2006. The United States Environmental Protection Agency ("EPA"), in its response dated October 3, 2005 (see #9(iii) of the Environmental Report above), commented that "[i]n that this rail line ... interacts with an historic Ford Motor Plant, please contact ... the Michigan State Historic Preservation Office." An inspection of the area by Conrail engineers showed that the Line is, at a minimum, at least 200 feet from the Ford plant referenced in the EPA's letter, located at 91 Manchester Avenue at Woodward Avenue, and therefore does not interact with the Ford plant. The Michigan SHPO has been consulted in this regard. Conrail wrote to this agency on September 7, 2005, and as directed by the SHPO in its response dated September 12, 2005 Conrail

submitted an Application for Section 106 Review to the SHPO on March 23, 2006, to request that it comment on the proposed abandonment. In its response dated April 14, 2006, the SHPO stated that "it is the opinion of the State Historic Preservation Officer (SHPO) that the effects of the proposed undertaking do not meet the criteria of adverse effect [36 CFR § 800.5(a)(1)]. Therefore, the project will have **no adverse effect** [36 CFR § 800.5(b)] on the Highland Park Ford Plant, which is a National Historic Landmark."

8. Description of certain matters. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental condition (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy condition or the presence of toxic wastes), and the surrounding terrain.

8. Based on readily available information in its possession, Conrail is aware of no prior subsurface ground disturbance or fill or environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources. The Michigan SHPO has been consulted in this regard, and in its response dated April 14, 2006, the SHPO did not identify any conditions that might affect the archeological recovery of resources and the surrounding terrain.

SEMCOG . . . Local Governments Advancing Southeast Michigan

Southeast Michigan Council of Governments • 535 Griswold Street, Suite 300 • Detroit, Michigan 48226-3602 • 313-961-4266 • Fax 313-961-4869
www.semco.org

Date: September 13, 2005

Regional Clearinghouse Code: TR 050280

To: Applicant/Sponsor: John K. Enright, Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard, 4th Floor
Mount Laurel, NJ 08054

This is to acknowledge receipt of your ☐ Notice of Intent/Preapplication
☐ Full Application
☐ Environmental Impact Statement
☒ Other [Specify] Rail Line Abandonment

which you have submitted for review, according to Michigan Federal Project Review System guidelines developed in response to Presidential Executive Order 12372-Intergovernmental Review of Federal Programs, or according to other state or federal guidelines.

Funding Agencies/Program: U.S. Department of Transportation/Surface Transportation Board

Project Title: Proposed Abandonment of Portions of Two Contiguous Railroad Lines, Detroit Terminal West Industrial Track & Highland Park Industrial Track

Please direct any questions you may have concerning this review to the following SEMCOG staff person:

Richard W. Pfaff, Jr., Coordinator
[Staff Assigned]

Regional Review Office
[SEMCOG Program]

A Regional Clearinghouse review will be completed by **October 7, 2005** within the federal/state time limits.

The following agencies will be contacted for their comments during the review period:

Wayne County Planning Division
Detroit Planning & Development Department
City of Highland Park

Please supply them with appropriate information, if requested, to expedite the review process.

Gregory Pitoniak
Chairperson
Mayor,
City of Taylor

John F. Jones
First Vice Chairperson
Supervisor,
Ira Township

Mary Blackmon
Vice Chairperson
Secretary, Wayne County
Regional Education
Service Agency

Robert J. Cannon
Vice Chairperson
Supervisor,
Clinton Township

Chuck Moss
Vice Chairperson
Commissioner,
Oakland County

William T. Roberts
Vice Chairperson
Mayor,
City of Walled Lake

Joan Flynn
Immediate Past Chair
Vice Chairperson,
Macomb County
Board of Commissioners

Paul E. Tait
Executive Director

Arthur Simons
Chairperson
Susan Glaser
Vice-Chairperson
Marsha S. Bruhn, AICP
Director
Marcus D. Loper
Deputy Director

City of Detroit

CITY PLANNING COMMISSION
202 Coleman A. Young Municipal Center
Detroit, Michigan 48226
(313) 224-6225
E-mail: cc-cpc@ci.detroit.mi.us
Fax: (313) 224-4336

Dr. David Cason, Jr., AICP
Thomas Christensen
Robert L. Glenn
Anthony Jeffrey
Linda Smith
Kathleen Wendler
Roy Levy Williams

TO: Burney Johnson, Director of Planning Activities
Planning and Development Department

FROM: Marsha S. Bruhn, Director *MAB*

RE: **Attached Request**

DATE: September 12, 2005

Attached for your review and response is a letter from John Enright, Associate General Counsel for Conrail, asking whether the proposed abandonment of two railroad lines is consistent with the City's land use plans.

I believe his request would be more appropriately responded to by your department. If we can be of assistance, please let me know.

Cc: John Enright

SEMCOG ... Local Governments Advancing Southeast Michigan

Southeast Michigan Council of Governments • 535 Griswold Street, Suite 300 • Detroit, Michigan 48226-3602 • 313-961-4266 • Fax 313-961-4869
www.semco.org

October 13, 2005

John K. Enright, Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard, 4th Floor
Mount Laurel, New Jersey 08054

RE: Notice of Potential Abandonment of Two Contiguous Rail Lines in Detroit and Highland Park,
Wayne County, Michigan, U.S. Surface Transportation Board Regulations for Advance
Notification
Regional Clearinghouse Code: TR 050280

Dear Mr. Enright:

SEMCOG, the Southeast Michigan Council of Governments, has processed a review for the above notification of potential rail line abandonment according to intergovernmental review procedures established in Federal U.S. Surface Transportation Board regulations.

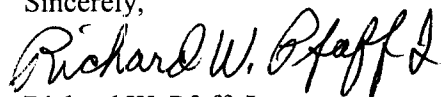
As the designated regional planning agency for southeast Michigan, we notified the following local government agencies of your project:

Wayne County Planning Division
City of Detroit Planning & Development Department
City of Highland Park

As of this date, the Detroit Planning & Development Department has submitted written comments, which are attached. We will forward additional comments, if any, for your information and attention.

SEMCOG's staff has reviewed the notification materials which you submitted and finds that your project does not appear to conflict with areawide plans (see attached SEMCOG Transportation Program area staff memo, 10/3/2005).

Sincerely,



Richard W. Pfaff, Jr.
Regional Review Coordinator

RWP/bar

cc: Detroit Planning & Development Department

Gregory Pitoniak
Chairperson
Mayor,
City of Taylor

John F. Jones
First Vice Chairperson
Supervisor,
Ira Township

Mary Blackmon
Vice Chairperson
Secretary, Wayne County
Regional Education
Service Agency

Robert J. Cannon
Vice Chairperson
Supervisor,
Clinton Township

Chuck Moss
Vice Chairperson
Commissioner,
Oakland County

William T. Roberts
Vice Chairperson
Mayor,
City of Walled Lake

Joan Flynn
Immediate Past Chair
Vice Chairperson,
Macomb County
Board of Commissioners

Paul E. Tait
Executive Director

October 3, 2005

TO: Rich Pfaff, Jr.,
Regional Review Coordinator

FROM: Tiffany Julien and Jeffrey Tumidanski,
Transportation Planning Staff

SUBJECT: Rail Line Abandonment
Regional Clearinghouse Code: TR 050280

Staff reviewed the proposed abandonment of portions of two contiguous railroad lines, Detroit Terminal West Industrial Track and Highland Park Industrial track and provides the following. The Memorandum contains general comments that arose during review.

Background

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.0 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street in the cities of Detroit and Highland Park.

Rail service has not been provided on the above referenced tracks for more than two years. There are no customers that will be affected by the proposed abandonment. The petitioner has placed an ad in the local newspapers informing the public of the proposed abandonment. The goal of the ad is to allow interested parties the opportunity to identify themselves and their interest in the rail line. The existing track will be removed and salvaged and the right-of-way will be marketed for sale. There is an opportunity and potential for the right-of-way to be purchases and used for future greenway plans and/or rails to trails projects.

The proposed abandonment should not have a deleterious effect on the surrounding community since the tracks have been inoperable for several years. SEMCOG's 2030 Regional Transportation Plan's (RTP) goals and objectives call for the preservation of transportation rights of way for the purpose of enhancing community and economic vitality. The potential sale of the abandoned rail rights of way could assist in achieving this goal. There is no Transportation Improvement Projects (TIP) associated with this segment of rail.

There appears to be no potential problems associated with the abandonment of the proposed Conrail tracks.

Cc: Carmine Palombo, Director, Transportation Programs

Z:\tumidanski\regionalreviews\05-06\tr050280.dot



CITY OF DETROIT
PLANNING & DEVELOPMENT DEPARTMENT

2300 CADILLAC TOWER
DETROIT, MICHIGAN 48226
PHONE 313•224•6380
FAX 313•224•1629
WWW.CI.DETROIT.MI.US

September 19, 2005

Mr. Richard W. Pfaff, Jr., Coordinator
Region Review Office
Southeast Michigan Council of Governments
535 Griswold, Suite 300
Detroit, Michigan 48226

RE: Intergovernmental Review:
-Regional Clearinghouse Code **TR 050280**
-State Clearinghouse Code -----

Applicant/Sponsor: Consolidated Rail Corporation
Project/Program: Proposed abandonment of portions of Two Contiguous Railroad Lines, Detroit Terminal West Industrial Track & Highland Park Industrial Track

Dear Mr. Pfaff:

In accordance with the State of Michigan Executive Order 12372, prompting coordinated review of projects requesting federal monies, the City of Detroit Planning and Development Department has reviewed the above referenced project.

The proposed program aligns with the *Planning and Development Department's Revised City of Detroit Master Plan of Policies (2004)* citing the element of Transportation & Mobility and Industrial Centers as follows:

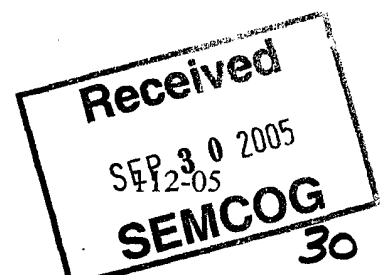
Transportation & Mobility

GOAL 5: Enhance the safety of transportation systems

Policy 5.1: Ensure roadways and other transportation infrastructure safely accommodates multiple modes of transportation.

H. Sharpley

KWAME M. KILPATRICK, MAYOR





CITY OF DETROIT
PLANNING & DEVELOPMENT DEPARTMENT

2300 CADILLAC TOWER
DETROIT, MICHIGAN 48226
PHONE 313•224•6380
FAX 313•224•1629
WWW.CI.DETROIT.MI.US

Industrial Centers

GOAL 2: Improve environmental conditions in and around industrial centers

Based on alignment with the above-cited goals and policies, the Planning and Development Department supports this program.

Sincerely,

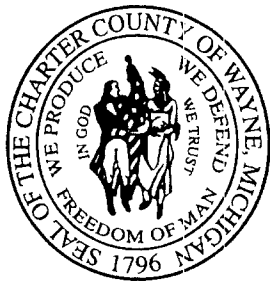
Helen Marie Sharpley
Senior City Planner
Planning Division

GP:hms:SEMCOG

H. Sharpley

112-05

31



Robert A. Ficano
County Executive

Mary Rose MacMillan
Deputy Corporation
Counsel

Nina Korkis
Assistant Corporation Counsel
313-224-6109

October 11, 2005

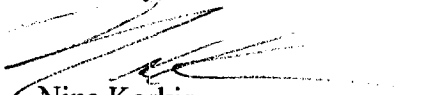
VIA US MAIL

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 0804

Dear Mr. Enright:

The Charter County of Wayne, Michigan ("County") received your notice of Conrail's proposed abandonment of portions of two contiguous railroad lines, one in Detroit and the other in Highland Park, Wayne County, MI. We have reviewed your proposed abandonment and have determined that such action will not adversely affect any County infrastructure improvements or any current or proposed economic development projects, as is required under Michigan and Federal law. Upon such review we are also under the impression that your client does not wish to dispose of the subject property, but only wishes to abandon the use of the railroad line. If your client chooses to dispose of the property in the proposed abandoned right of way, the County would be interested in bidding on such property pursuant to 49 U.S.C.A. § 10904. Thank you again for your cooperation in this matter. Please feel free to contact my office if you desire any further clarification.

Sincerely,


Nina Korkis
Assistant Corporation Counsel
Charter County of Wayne

163756.1



D'Zuro, Robert

From: Enright, John
Sent: Tuesday, May 16, 2006 6:20 PM
To: D'Zuro, Robert
Subject: FW: [Fwd: [Fwd: NGS Response, STB docket AB-167 (SUB NO. 1188X)]]

-----Original Message-----

From: Simon Monroe [mailto:Simon.Monroe@noaa.gov]
Sent: Monday, May 15, 2006 12:43 PM
To: Enright, John
Cc: Dave.Rigney@noaa.gov; Surface Transportation Board; National Society of Professional Surveyors; Gilbert Mitchell
Subject: [Fwd: [Fwd: NGS Response, STB docket AB-167 (SUB NO. 1188X)]]

Thank you for sharing your railroad abandonment environmental report for Detroit, Wayne County, Michigan.

Approximately 03 geodetic survey marks may be located in the area described. If marks will be disturbed by the abandonment, NGS requests 90-day advance notice to attempt their formal relocation. These marks are described on the attached file. Additional advice is provided at <http://geodesy.noaa.gov/marks/railroads/>

|Dist|PID...|H V|Vert_Source|Approx.|Approx..|Stab|Designation
|....|NE1310|2 .|29/SCALED..|N422409|W0830650|....|BELL DCS 1960
|....|NE1312|4 .|.....|N422409|W0830650|....|BELL TELEPHONE BLDG
FLAGPOLE
|....|NE1311|4 .|.....|N422433|W0830555|....|HIGHLAND PARK FORD
PLT SE STK



United States
Department of
Agriculture

Natural
Resources
Conservation
Service

Michigan State
Office

3001 Coolidge
Road, Suite 250
East Lansing, MI
48823-6321
(P) 517-324-5270
(F) 517-324-5171
www.mi.nrcs.usda.gov

September 21, 2005

Mr. John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, New Jersey 08054

RE: Proposed Railroad Abandonment of the Detroit Terminal West Industrial Track (DTWIT) and the Highland Park Industrial Track (HPIT), in the Cities of Detroit and Highland Park in Michigan

Dear Mr. Enright:

It was determined after reviewing the maps of the railroad tracks in the cities of Detroit and Highland Park, Michigan, that abandoning the DTWIT from milepost 7.70 to 7.40 and the HPIT from milepost 5.70 to 10.30 will not have a negative impact on the county's prime and unique farmland.

We appreciate the opportunity to comment on your proposal.

Sincerely,



JOHN A. BRICKER
State Conservationist

cc:

Steve Olds, District Conservationist, NRCS, Ann Arbor, Michigan
Albert Jones, Area Conservationist, NRCS, Flint, Michigan



The Natural Resources Conservation Service works in partnership with the American people to conserve and sustain natural resources on private lands.

An Equal Opportunity Provider and Employer



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



STEVEN E. CHESTER
DIRECTOR

September 30, 2005

Mr. John Enright
Conrail
1000 Howard Boulevard, 4th Floor
Mt. Laurel, New Jersey 08054

Dear Mr. Enright:

SUBJECT: Federal Consistency Determination, Rail Abandonment, City of
Highland Park and Detroit, Wayne County, Michigan

Staff of the Land and Water Management Division, Department of Environmental Quality (DEQ), has reviewed this phase of the project for consistency with Michigan's Coastal Management Program (MCMP), as required by Section 307 of the Coastal Zone Management Act, PL 92-583, as amended (CZMA). Thank you for providing the opportunity to review this proposed activity.

Our review indicates that this project is located outside of Michigan's coastal management boundary. No adverse impacts to coastal resources are anticipated from this proposed activity as described in the information you forwarded to our office. Therefore, this phase of the project is consistent with MCMP.

This consistency determination does not waive the need for permits that may be required under other federal, state, or local statutes. Please call me if you have any questions regarding this review.

Sincerely,

Chris Antieau
Great Lakes Shorelands Section
Land and Water Management Division
517-373-3894

cc: Ms. Catherine Ballard, DEQ



United States Department of the Interior

FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

October 11, 2005

Mr. John K. Enright
Associate General Counsel
Conrail
1000 Howard Blvd., 4th Floor
Mt. Laurel, NJ 08054

Re: Endangered Species List Request, Proposed Railroad Line Abandonment, Detroit Terminal West Industrial Track and Highland Park Industrial Track, Detroit and Highland Park, Wayne County, Michigan

Dear Mr. Enright:

Thank you for your September 7, 2005 request for information regarding federally listed and proposed threatened and endangered species, candidate species, or critical habitat near your proposed project. Your request and this response are made pursuant to section 7 of the Endangered Species Act of 1973, as amended. Under this project, Conrail proposes to abandon portions of two contiguous railroad lines between mileposts 7.70 and 10.30 in Detroit and between mileposts 7.40 and 5.70 in Highland Park.

Our records do not indicate any federally listed species near your proposed project sites. If the project is modified or new information about the project becomes available that indicates listed species or critical habitat may be affected in a manner or to an extent not previously considered, you should reinitiate consultation with this office. Since endangered species data changes continuously, we recommend you contact this office for an updated species list if more than six months passes prior to commencement of proposed activities. In addition, if the project requires modifications or new information becomes available that indicates the presence of listed species or species proposed for listing, or their critical habitat, you should consult with this office.

The Michigan Department of Natural Resources (MDNR) protects endangered and threatened species through Part 365, Endangered Species Protection, of the Natural Resources and Environmental Protection Act, 1994, P.A. 451. For a preliminary check of your project areas for any State protected species, please refer to the MDNR Endangered Species Assessment website located at www.michigan.gov. Click on Online Services, scroll down to Business Online Services and select Endangered Species Assessment. Upon completing the website search, contact the Endangered Species Coordinator of the MDNR at 517/373-3337 for information regarding the protection of threatened and endangered species under State law. State law requires a permit in advance of any work that could potentially damage, destroy, or displace State-listed species.

We appreciate the opportunity to provide these comments. Please refer any questions to Tameka Dandridge of this office at Tameka_Dandridge@fws.gov or 517/351-8315.

Sincerely,

Craig A. Czarnecki
Field Supervisor

cc: MDNR, Wildlife Division, Lansing, MI (Attn: Lori Sargent)

g: admin/archives/oct05/se list/conrail.tnd.doc



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Bishop Henry Whipple Federal Building
1 Federal Drive
Fort Snelling, MN 55111-4056

IN REPLY REFER TO:

FWS/NWRS-RE - General
Railroad Abandonments

May 8, 2006

Mr. John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Dear Mr. Enright:

Thank you for the opportunity to comment on the proposed abandonment of service on the Consolidated Rail Corporation (Conrail) rail line. The abandonment includes two contiguous lines of railroad known as the Detroit Terminal West Industrial Tract, Wayne County, Michigan; STB No. AB 167 (Sub-No. 1188X).

We have researched our ownerships in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed rail line abandonments. We do not have any concerns regarding real estate matters in the abandonments.

Sincerely,

Patrick G. Carroll
Senior Realty Officer
Division of Realty



DEPARTMENT OF THE ARMY

DETROIT DISTRICT, CORPS OF ENGINEERS

BOX 1027

DETROIT, MICHIGAN 48231-1027

October 26, 2005

IN REPLY REFER TO

Engineering & Technical Services
Regulatory Office
File No. 05-282-000-0

John K. Enright- Associate General Counsel
Conrail- Consolidated Rail Corporation
1000 Howard Boulevard, 4th Floor
Mount Laurel, New Jersey 08054-2355

Dear Mr. Enright:

This is in response to your enclosed letter dated September 7, 2005, regarding Department of the Army jurisdiction on Conrail's proposed abandonment project involving the Detroit Terminal West and the Highland Park Industrial Railroad Tracks, located within the Cities of Detroit and Highland Park, in the State of Michigan (T1S, R11-12E, Wayne County). According to your letter, it is our understanding that your proposed railroad line abandonment project consists of salvage and removal operations involving only the rail and crosstie components, and that there would be no in-stream salvage of any bridges as this project is currently proposed.

Be aware that as a result of the transfer of a portion of the Corps' regulatory responsibilities to the Michigan Department of Environmental Quality (MDEQ), this project site is no longer within the Corps' jurisdiction. Therefore, we recommend that you contact Ms. Peg Bostwick, Lake and Stream Protection Unit, Geological and Land Management Division, MDEQ, P.O. Box 30458, Lansing, Michigan, 48909, (517) 335-3470, for a determination of State permit requirements.

Thank you for giving the Corps of Engineers the opportunity to review this project. If you have any questions please contact me at the above address or at (313) 226-1326. Please refer to File Number: 05-282-000-0.

Sincerely,

Shawn S. Sanchez
Project Manager
Enforcement Branch

Enclosures

Copy Furnished

MDEQ, SE District Office, Mr. Hartz

Wayne County Department of Environment, Mr. Hutchinson



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 03 2005

REPLY TO THE ATTENTION OF

B-19J

John K. Enright
Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

RE: Inquiry concerning a possible Conrail abandonment of two contiguous rail lines in Detroit and Highland Park, Michigan

Dear Mr. Enright:

The U.S. Environmental Protection Agency (U.S. EPA) received your September 7, 2005 inquiry letter concerning the possible Conrail abandonment of 4.30 miles of two contiguous rail lines in Detroit, Michigan which enroute, bisect the community of Highland Park, Michigan. This letter of comment is provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

In response to your specific question, a Section 402 permit covering stormwater runoff from construction activities may be necessary. Please consult the Michigan Department of Environmental Quality on this issue and Section 404 of the Clean Water Act related concerns.

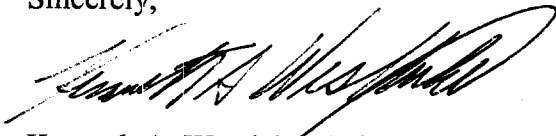
Other environmental resource information for this site is available on two U.S. EPA websites: 1) the Envirofacts Data Warehouse, <http://www.epa.gov/enviro/> and 2) Surf Your Watershed, <http://www.epa.gov/surf>. Please consider these resources when assessing this project's impacts and preparing your Surface Transportation Board (STB) Application (Application).

We note the project's intent is to remove only rails and crossties. We request recycling or appropriate disposition of these materials be addressed in your Application, along with the disposition of any ancillary structures and materials such as train and crossing signals, and electrical and equipment housings. In that this rail line crosses Woodward Avenue, a designated National Byway, and interacts with an historic Ford Motor Plant, please contact the Federal Highway Administration and Michigan Department of Transportation for the former and the Michigan State Historic Preservation Office concerning the latter. Highland Park is an

economically depressed community qualifying for Environmental Justice consideration. There are many abandoned industrial sites that have identified hazardous waste issues along this right of way (ROW). We recommend discussing potential redevelopments or future uses of this ROW, in relationship to these industrial sites as connected and cumulative concerns, with the City Administrator, Darwin Parks.

Thank you for the opportunity to comment during the early stages of this project. We look forward to reviewing the environmental assessment for this Application and responses to the above items. Should you have further questions of us, please contact me or Norm West, of my staff, at (312)-353-5692 or by e-mail at west.norman@epa.gov. Please address all future correspondence regarding rail line abandonment to my attention.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Science, Ecosystems and Communities

Cc: David Navecky
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

Standard bcc's:

Originator's File Copy
OSEC Reading File Copy
NIS Reading File Copy

Author: Norman R. West

Filename: F:/share/OSEADOCS/envrev/Norman/scoping replies/Conrail-Detroit-Highland Park MI

CONCURRENCES

Org/Unit:	Author	Plain Lang.	Team Leader	Admin/ Clr.	DD/ OD	ORA (St. Coord)	ORA
Initial/Date:	<i>NRW</i> 10/3/05	<i>NRW</i> 10/3/05	<i>NRW</i> 10/3/05				
Other Concurrences:							



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

October 18, 2005

Refer to: HOA-3

Mr. John K. Enright
Associate General Counsel
Conrail
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Dear Mr. Enright:

This is in response to your letter regarding the abandonment of two contiguous rail lines in Detroit and Highland Park, Michigan.

I have forwarded your letter to our Michigan Division and have asked someone to address your concerns. If you have any questions, please feel free to contact the Michigan Division at 517-377-1844.

Sincerely yours,

Mary L. Peterson
Executive Secretariat

cc: Michigan Division





U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

315 West Allegan Street, Room 201
Lansing, Michigan 48933

November 22, 2005

Mr. John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, New Jersey 08504

Dear Mr. Enright:

This is in reply to your October 12, 2005, letter to the Federal Highway Administration (FHWA) regarding Conrail's proposed abandonment of the tracks known as the Detroit Terminal West Industrial Track and the Highland Park Industrial Track. More specifically, you inquired about the abandonment of the crossing at Woodward Avenue, which is a designated National Byway. FHWA has no concern with the abandonment of this crossing.

Sincerely,

David Calabrese
Field Operations Group Leader

For: James J. Steele
Division Administration

cc: Peter Hanes, MDOT, Planning (B340)
Phillip Lynwood, FHWA
Doc.# S-91035





JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

November 14, 2005

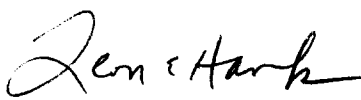
Mr. John K. Enright
Associate General Counsel
Conrail
1000 Howard Boulevard, 4th Floor
Mount Laurel, New Jersey 08054

Dear Mr. Enright:

Thank you for your recent letter regarding Conrail's proposal to abandon two contiguous railroad lines in Highland Park, Michigan. The Michigan Department of Transportation (MDOT) has no objections to the proposed abandonment as long as MDOT easements over portions of this property remain intact. You should also be reminded that disposal of these rail lines are subject to the Right of First Refusal Provisions of Act 295 of 1976, as amended.

If you have any questions, or need additional information, please contact either me or Rob Abent, Director of MDOT's Multi-Modal Transportation Services Bureau, at 335-9568.

Sincerely,


for Gloria J. Jeff
Director



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

April 14, 2006

DAVID NAVECKY
SURFACE TRANSPORTATION BOARD
1925 K STREET NW
WASHINGTON DC 20423

RE: ER06-306 Abandonment of Detroit Terminal West Industrial Track (MP 7.70-10.30) and
Highland Park Industrial Track (MP 7.40-5.70), STB Docket AB-167 (sub No. 1188X),
Detroit and Highland Park, Wayne County (STB)

Dear Mr. Navecky:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that the effects of the proposed undertaking do not meet the criteria of adverse effect [36 CFR § 800.5(a)(1)]. Therefore, the project will have no adverse effect [36 CFR § 800.5(b)] on the Highland Park Ford Plant, which is a National Historic Landmark.

The views of the public are essential to informed decision making in the Section 106 process. Federal Agency Officials or their delegated authorities must plan to involve the public in a manner that reflects the nature and complexity of the undertaking, its effects on historic properties and other provisions per 36 CFR § 800.2(d). We remind you that Federal Agency Officials or their delegated authorities are required to consult with the appropriate Indian tribe and/or Tribal Historic Preservation Officer (THPO) when the undertaking may occur on or affect any historic properties on tribal lands. In all cases, whether the project occurs on tribal lands or not, Federal Agency Officials or their delegated authorities are also required to make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the area of potential effects and invite them to be consulting parties per 36 CFR § 800.2(c).

This letter evidences the Surface Transportation Board's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects", and the fulfillment of the Surface Transportation Board's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review".

The State Historic Preservation Office is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Martha MacFarlane Faes, Environmental Review Coordinator, at (517) 335-2721 or by email at ER@michigan.gov. Please reference our project number in all communication with this office regarding this undertaking. Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,


Brian D. Conway
State Historic Preservation Officer

BDC:JRH:ROC:bgg

copy: Copy: John Enright, Conrail Corporation

STATE HISTORIC PRESERVATION OFFICE, MICHIGAN HISTORICAL CENTER
702 WEST KALAMAZOO STREET • P.O. BOX 30740 • LANSING, MICHIGAN 48909-8240
(517) 373-1830
www.michigan.gov/hal



STATE OF MICHIGAN

JENNIFER GRANHOLM
GOVERNOR

DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

September 12, 2005

JOHN K. ENRIGHT
CONRAIL CORPORATION
1000 HOWARD BOULEVARD 4TH FLOOR
MT LAUREL NJ 08054

Dear Mr. Enright:

The State Historic Preservation Officer (SHPO) received your request for review under Section 106 of the National Historic Preservation Act of 1966, as amended. The Section 106 regulations specify what is required for a Section 106 review [36 CFR § 800.11]. The information that you have sent is incomplete. The SHPO cannot initiate the Section 106 review process until we receive complete project information. We are therefore returning your project for resubmittal.

Section 106 requires federal agencies to take into account the effect of their undertakings on historic properties. It is the responsibility of the federal agency, *not the SHPO*, to fulfill the requirements of Section 106. In some instances, the federal agency may delegate legal responsibility to a state, local, or tribal government. Consultants or designees contracted to prepare information, analyses, or recommendations, are *not* recognized as federally-delegated authorities. For your reference, a complete version of the Section 106 regulations can be found at www.achp.gov/regs.html.

The mandatory application form and instructions for submitting projects for review under Section 106 may be downloaded in MS Word format from our website at www.michigan.gov/shpo. Please read each requirement carefully in its respective field, and respond in full. In addition, please ensure that future project submissions will utilize the application form. Incomplete applications and projects not submitted on the application forms will be sent back to the applicant without comment.

Once the required information is received in full by the SHPO, we can proceed with the review. The Section 106 process for this project is not complete. If you have any questions, please contact the Environmental Review section of the SHPO at (517) 335-2721 or by e-mail at ER@michigan.gov.

Thank you for your cooperation.

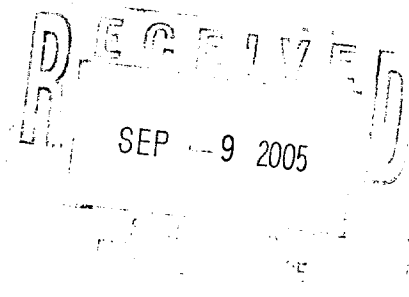
Sincerely,


Brian G. Grennell
Environmental Review Specialist

for Brian D. Conway
State Historic Preservation Officer

Enclosure(s)

CONRAIL®



September 7, 2005

Brian D. Conway, State Historic Preservation Officer
Michigan State Historic Preservation Office
Michigan Historical Center
702 West Kalamazoo Street
P.O. Box 30740
Lansing, MI 48909-8240

Dear Mr. Conway:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process Conrail must file an application with the Surface Transportation Board (STB). A requirement for this filing is the consultation of the State Historic Preservation Office.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. There are no railroad buildings along this line. The subject line contains no undergrade bridges that our records indicate are greater than 50 years old and are the maintenance responsibility of the railroad.

It is Conrail's position that none of the characteristics of this line hold any special historical or engineering significance. The line traverses urban industrial areas with a flat topography. There is no record of any subsurface ground disturbance or fill. There are no known environmental conditions that might affect archeological recovery. The abandonment will only involve removal of the rail, track material and crossties.

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would

appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



March 23, 2006

UPS NEXT DAY AIR

Michigan State Historic Preservation Office
Environmental Review Office
Michigan Historical Center
702 West Kalamazoo Street
Lansing, MI 48915-1609

Re: STB No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation – Abandonment
Exemption – in Wayne County, Michigan

Dear Sir/Madam:

Enclosed please find Consolidated Rail Corporation's (Conrail) State Historic Preservation Office Application for Section 106 Review regarding the above-referenced abandonment exemption which Conrail will be filing with the Surface Transportation Board (STB). This Section 106 Application is being resubmitted as directed by Brian G. Grennell, Environmental Review Specialist in his September 12, 2005 letter (attached). Enclosed also please find original photographs, maps, and supporting material regarding the proposed abandonment.

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

cc: Brian G. Grennell (w/o attachments)



STATE OF MICHIGAN

JENNIFER GRANHOLM
GOVERNOR

DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

September 12, 2005

JOHN K ENRIGHT
CONRAIL CORPORATION
1000 HOWARD BOULEVARD 4TH FLOOR
MT LAUREL NJ 08054

Dear Mr. Enright:

The State Historic Preservation Officer (SHPO) received your request for review under Section 106 of the National Historic Preservation Act of 1966, as amended. The Section 106 regulations specify what is required for a Section 106 review [36 CFR § 800.11]. The information that you have sent is incomplete. The SHPO cannot initiate the Section 106 review process until we receive complete project information. We are therefore returning your project for resubmittal.

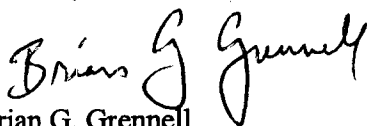
Section 106 requires federal agencies to take into account the effect of their undertakings on historic properties. It is the responsibility of the federal agency, *not the SHPO*, to fulfill the requirements of Section 106. In some instances, the federal agency may delegate legal responsibility to a state, local, or tribal government. Consultants or designees contracted to prepare information, analyses, or recommendations, are *not* recognized as federally-delegated authorities. For your reference, a complete version of the Section 106 regulations can be found at www.achp.gov/regs.html.

The mandatory application form and instructions for submitting projects for review under Section 106 may be downloaded in MS Word format from our website at www.michigan.gov/shpo. Please read each requirement carefully in its respective field, and respond in full. In addition, please ensure that future project submissions will utilize the application form. Incomplete applications and projects not submitted on the application forms will be sent back to the applicant without comment.

Once the required information is received in full by the SHPO, we can proceed with the review. The Section 106 process for this project is not complete. If you have any questions, please contact the Environmental Review section of the SHPO at (517) 335-2721 or by e-mail at ER@michigan.gov.

Thank you for your cooperation.

Sincerely,


Brian G. Grennell
Environmental Review Specialist

for Brian D. Conway
State Historic Preservation Officer

Enclosure(s)

**STATE HISTORIC PRESERVATION OFFICE
Application for Section 106 Review**

SHPO Use Only	
☐ IN	Received Date ____ / ____ / ____ Log In Date ____ / ____ / ____
☐ OUT	Response Date ____ / ____ / ____ Log Out Date ____ / ____ / ____
Sent Date ____ / ____ / ____	

Submit one copy for each project for which review is requested. This application is required. Please type. Applications must be complete for review to begin. Incomplete applications will be sent back to the applicant without comment. Send only the information and attachments requested on this application. Materials submitted for review cannot be returned. Due to limited resources we are unable to accept this application electronically.

I. GENERAL INFORMATION

- ☒ THIS IS A NEW SUBMITTAL ☐ THIS IS MORE INFORMATION RELATING TO ER#
- ☐ Funding Notice
- ☐ Survey
- ☐ MOA or PA
- ☐ Other:

- a. Project Name: Abandonment of the Detroit Terminal West Industrial Track (MP 7.70-10.30) and the Highland Park Industrial Track (MP 7.40-5.70) in Wayne County, Michigan. Surface Transportation Board (STB) Docket No. AB 167 (Sub-No. 1188X).
- b. Project Address (if available): No address available; the rail lines run 4.3 miles through the cities of Detroit and Highland Park
- c. Municipal Unit: The cities of Detroit and Highland Park County: Wayne
- d. Federal Agency and Contact (If you do not know the federal agency involved in your project please contact the party requiring you to apply for Section 106 review, not the SHPO, for this information.): Surface Transportation Board, Section of Environmental Analysis, 1925 K Street, NW, Washington, DC 20423, telephone: 202-565-1545.
- e. State Agency and Contact (if applicable): Not applicable
- f. Consultant or Applicant Contact Information (if applicable): John K. Enright, Associate General Counsel, Consolidated Rail Corporation, 1000 Howard Boulevard - 4th Floor, Mt. Laurel, NJ 08054, telephone: 856-231-7206.

II. GROUND DISTURBING ACTIVITY (INCLUDING EXCAVATION, GRADING, TREE REMOVALS, UTILITY INSTALLATION, ETC.)

DOES THIS PROJECT INVOLVE GROUND-DISTURBING ACTIVITY? ☐ YES ☒ NO (If no, proceed to section III.)

Exact project location must be submitted on a USGS Quad map (portions, photocopies of portions, and electronic USGS maps are acceptable as long as the location is clearly marked).

- a. USGS Quad Map Name:
- b. Township: Range: Section:
- c. Description of width, length and depth of proposed ground disturbing activity:
- d. Previous land use and disturbances:
- e. Current land use and conditions:
- f. Does the landowner know of any archaeological resources found on the property? NO
Please describe:

III. PROJECT WORK DESCRIPTION AND AREA OF POTENTIAL EFFECTS (APE)

Note: Every project has an APE.

- a. Provide a detailed written description of the project (plans, specifications, Environmental Impact Statements (EIS), Environmental Assessments (EA), etc. cannot be substituted for the written description): The proposed

action is abandonment of two contiguous lines of railroad, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line"). Note that MP 10.30 on the Detroit Terminal West I. T. is the same as MP 7.40 on the Highland Park I. T. The Line runs a total of 4.3 miles through the cities of Detroit and Highland Park in Wayne County, Michigan, and the right-of-way averages 66 feet for the entire length of the Line. The proposed abandonment contemplates only removal of the rail, track material, and cross ties, and no clearing, grading, or alteration of the topography will result from the abandonment. There are two undergrade bridges owned by Conrail within the proposed abandonment area, more fully discussed in Section IV below (see also attached photographs #14, 27, 28, and 30-33 and the attached Structural Information List). The location of the proposed abandonment and APE is shown on the attached map (Exhibit A).

- b. Provide a localized map indicating the location of the project; road names must be included and legible.
- c. On the above-mentioned map, identify the APE.
- d. Provide a written description of the APE (physical, visual, auditory, and sociocultural), the steps taken to identify the APE, and the justification for the boundaries chosen. The APE is confined to the 66-foot right-of-way over the 4.3 mile length of the Line encompassed by the proposed abandonment. More specifically, the rail, track material, and cross ties to be removed are limited to a six-foot width within the right-of-way. As the Line lies within an urban area with vehicular traffic and concomitant city noise, the removal of the rail, track material, and cross ties will not have an auditory impact within the APE. The Line proposed for abandonment was used for rail freight operations, but the Line is out of service and has handled no traffic for more than two years. Accordingly, no change in operations is contemplated as a result of the proposed abandonment, nor will there be a change of the physical, visual, auditory, or sociocultural effects within the APE. Traffic patterns and public access will not change as a result of the proposed abandonment. Because the Line is out of service and has handled no local or overhead traffic for more than two years, the proposed abandonment will cause no increase or decrease in rail or motor carrier traffic, will have no impact upon air quality, and will not affect public health or safety. The steps taken to identify the APE are a review of the rail operations over the Line, a review of property records, and a physical inspection of the Line and the surrounding area by Consolidated Rail Corporation ("Conrail") engineers. The justification for the boundaries chosen for the APE is, as noted above, that the proposed abandonment contemplates removal of rail, track material, and cross ties within a six-foot wide portion only of the Line, there will be no change in current operations, and therefore there will be no impact or change on the physical, visual, auditory, or sociocultural either within the limits of the Line or the surrounding area. Original photographs of the Line and photocopies of these photographs are included for reference. It will also be noted that the photographs attached with this Application were taken after consultation in late 2005 with Mr. Brian Grennell, Environmental Review Specialist for the Michigan SHPO.

IV. IDENTIFICATION OF HISTORIC PROPERTIES

- a. List and date all properties 50 years of age or older located in the APE. If the property is located within a National Register eligible, listed or local district it is only necessary to identify the district: There is one undergrade (UG) bridge over 50 years old owned by the railroad located in the APE on the Terminal West Industrial Track, identified on the attached map (Exh. A) as "UG 9.12" (see also attached photographs #14, 27, 28, and 30-31 and the attached Structural Information List). This bridge was constructed in 1936. There is one undergrade bridge owned by the railroad located in the APE on the Highland Park Industrial Track, identified on the attached map (Exh. A) as "UG 7.25 (see also attached photographs #32-33 and the attached Structural Information List). UG 7.25 was constructed in 1968. While UG 7.25 is not over 50 years old, information concerning this bridge is included for reference. Neither bridge UG 9.12 nor UG 7.25 appears to have significant structural or historical qualities. There have been no known major alterations to either of these two bridges, and no alterations will be made to these two bridges as a result of the subject Abandonment. Conrail does not have in its possession any engineering drawings for either UG 9.12 or UG 7.25. There is one overhead (OH) bridge located in the APE on the Terminal West Industrial Track, identified on the attached map (Exh. A) as "OH 10.10." OH 10.10 is a highway bridge carrying Interstate Route 75 over the Terminal West Industrial Track. OH 10.10 is owned by others and is not a railroad structure, and its reference on the attached map (Exh. A) is included for reference only.
- b. Describe the steps taken to identify whether or not any historic properties exist in the APE and include the level of effort made to carry out such steps: Conrail is of the opinion that no historic properties exist in the APE. The basis for this opinion is the absence of any document in Conrail's possession indicating that the site meets historical criteria or that there is a likelihood that archeological resources or historic properties exist on the Line, a review of Michigan Sites-On-Line, a review of the National Register of Historic Places, and an inspection of the APE by Conrail field engineers. Additionally, in response to Conrail's request for comments on its proposed abandonment, the United States Environmental Protection Agency ("USEPA") in its letter dated October 3, 2005 (attached) stated that "[i]n that this rail line crosses Woodward Avenue, a designated National Byway, and interacts with an historic Ford Motor Plant, please contact the Federal Highway Administration and the Michigan Department of Transportation for the former and the Michigan State Historic Preservation Office concerning the latter." Conrail has contacted the Federal Highway Administration ("FHWA"), and in its letter dated November 22, 2005 (attached) the FHWA stated "FHWA has no concern with the abandonment of this crossing." As to the historic Ford plant referenced in the USEPA's letter, located at 91 Manchester Avenue at Woodward Avenue, an inspection of the area by Conrail field engineers showed that the Line is, at a minimum, at least 200 feet from the Ford plant (see attached photographs #25-29) and therefore does not interact with the Ford plant.
- c. Based on the information contained in "b", please choose one:
- ☐ Historic Properties Present in the APE
- ☒ No Historic Properties Present in the APE
- d. Describe the condition, previous disturbance to, and history of any historic properties located in the APE: None

V. PHOTOGRAPHS

Note: All photographs must be keyed to a localized map, and should be included as an attachment to this application.

- a. Provide photographs of the site itself.
- b. Provide photographs of all properties 50 years of age or older located in the APE (faxed or photocopied photographs are not acceptable).

VI. DETERMINATION OF EFFECT

- ☒ No historic properties affected based on [36 CFR § 800.4(d)(1)], please provide the basis for this determination.

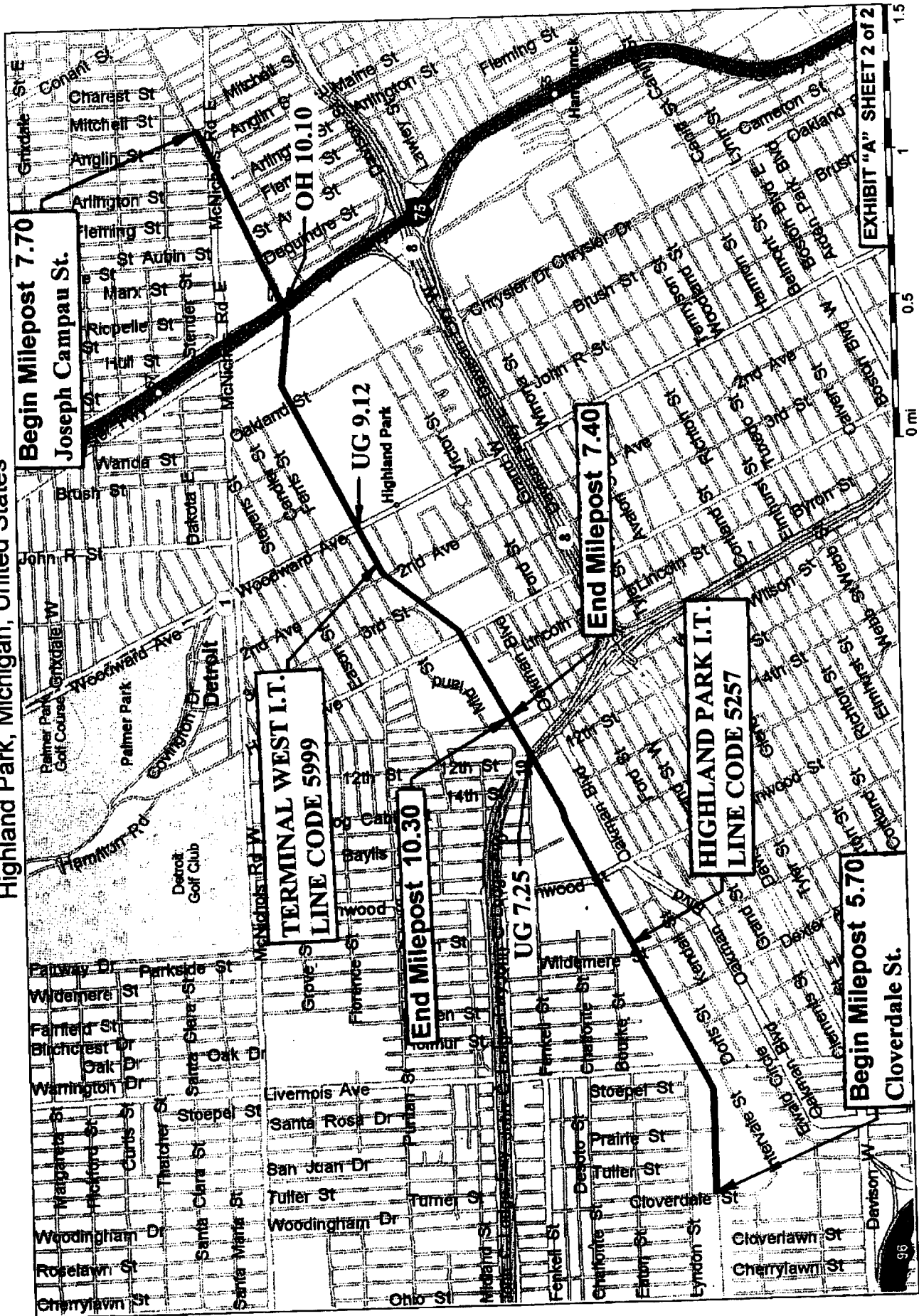
Conrail is of the opinion that no historic properties exist in the APE. The basis for this opinion is the absence of any document in Conrail's possession indicating that the site meets historical criteria or that there is a likelihood that archeological resources or historic properties exist on the Line, a review of Michigan Sites-On-Line, a review of the National Register of Historic Places, consultation with the Federal Highway Administration, and an inspection of the APE by Conrail field engineers.

- ☐ No Adverse Effect [36 CFR § 800.5(b)] on historic properties, explain why the criteria of adverse effect, 36 CFR Part 800.5(a)(1), were found not applicable.

- ☐ Adverse Effect [36 CFR § 800.5(d)(2)] on historic properties, explain why the criteria of adverse effect, [36 CFR Part 800.5(a)(1)], were found applicable.

Please print and mail completed form and required information to:
State Historic Preservation Office, Environmental Review Office, Michigan Historical Center, 702
W. Kalamazoo Street, P.O. Box 30740, Lansing, MI 48909-8240

Highland Park, Michigan, United States



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 (Statistics Canada and/or Geomatics Canada), all rights reserved.

TERMINAL WEST INDUSTRIAL TRACK
MP 7.70 to 10.30
STRUCTURAL INFORMATION LIST

<u>BRIDGE NUMBER</u>	<u>TYPE CONSTRUCTION</u>	<u>DATE BUILT</u>
UG 9.12	Thru Girder	1936

HIGHLAND PARK INDUSTRIAL TRACK
MP 7.40 to 5.70
STRUCTURAL INFORMATION LIST

<u>BRIDGE NUMBER</u>	<u>TYPE CONSTRUCTION</u>	<u>DATE BUILT</u>
UG 7.25	Deck Girder	1968



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 03 2005

REPLY TO THE ATTENTION OF:

B-19J

John K. Enright
Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

RE: Inquiry concerning a possible Conrail abandonment of two contiguous rail lines in Detroit and Highland Park, Michigan

Dear Mr. Enright:

The U.S. Environmental Protection Agency (U.S. EPA) received your September 7, 2005 inquiry letter concerning the possible Conrail abandonment of 4.30 miles of two contiguous rail lines in Detroit, Michigan which enroute, bisect the community of Highland Park, Michigan. This letter of comment is provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

In response to your specific question, a Section 402 permit covering stormwater runoff from construction activities may be necessary. Please consult the Michigan Department of Environmental Quality on this issue and Section 404 of the Clean Water Act related concerns.

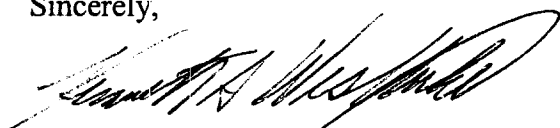
Other environmental resource information for this site is available on two U.S. EPA websites: 1) the Envirofacts Data Warehouse, <http://www.epa.gov/enviro/> and 2) Surf Your Watershed, <http://www.epa.gov/surf>. Please consider these resources when assessing this project's impacts and preparing your Surface Transportation Board (STB) Application (Application).

We note the project's intent is to remove only rails and crossties. We request recycling or appropriate disposition of these materials be addressed in your Application, along with the disposition of any ancillary structures and materials such as train and crossing signals, and electrical and equipment housings. In that this rail line crosses Woodward Avenue, a designated National Byway, and interacts with an historic Ford Motor Plant, please contact the Federal Highway Administration and Michigan Department of Transportation for the former and the Michigan State Historic Preservation Office concerning the latter. Highland Park is an

economically depressed community qualifying for Environmental Justice consideration. There are many abandoned industrial sites that have identified hazardous waste issues along this right of way (ROW). We recommend discussing potential redevelopments or future uses of this ROW, in relationship to these industrial sites as connected and cumulative concerns, with the City Administrator, Darwin Parks.

Thank you for the opportunity to comment during the early stages of this project. We look forward to reviewing the environmental assessment for this Application and responses to the above items. Should you have further questions of us, please contact me or Norm West, of my staff, at (312)-353-5692 or by e-mail at west.norman@epa.gov. Please address all future correspondence regarding rail line abandonment to my attention.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Science, Ecosystems and Communities

Cc: David Navecky
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

Standard bcc's:

Originator's File Copy
OSEC Reading File Copy
NIS Reading File Copy

Author: Norman R. West

Filename: F:/share/OSEADOCS/envrev/Norman/scoping replies/Conrail-Detroit-Highland Park MI

CONCURRENCES

Org/Unit:	Author	Plain Lang.	Team Leader	Admin/ Clr.	DD/ OD	ORA (St. Coord)	ORA
Initial/Date:	<i>NRW</i> 10/3/05	<i>NW</i> 10/3/05	<i>NW</i> 10/3/05				
Other Concurrences:							



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

October 18, 2005

Refer to: HOA-3

Mr. John K. Enright
Associate General Counsel
Conrail
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Dear Mr. Enright:

This is in response to your letter regarding the abandonment of two contiguous rail lines in Detroit and Highland Park, Michigan.

I have forwarded your letter to our Michigan Division and have asked someone to address your concerns. If you have any questions, please feel free to contact the Michigan Division at 517-377-1844.

Sincerely yours,

Mary L. Peterson
Executive Secretariat

cc: Michigan Division





U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

315 West Allegan Street, Room 201
Lansing, Michigan 48933

November 22, 2005

Mr. John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, New Jersey 08504

Dear Mr. Enright:

This is in reply to your October 12, 2005, letter to the Federal Highway Administration (FHWA) regarding Conrail's proposed abandonment of the tracks known as the Detroit Terminal West Industrial Track and the Highland Park Industrial Track. More specifically, you inquired about the abandonment of the crossing at Woodward Avenue, which is a designated National Byway. FHWA has no concern with the abandonment of this crossing.

Sincerely,

David Calabrese
Field Operations Group Leader

For: James J. Steele
Division Administration

cc: Peter Hanes, MDOT, Planning (B340)
Phillip Lynwood, FHWA
Doc.# S-91035



①

Terminal West I.T.

@ McDougall
looking west



②

Terminal West I.T.

@ Mitchell
looking east



③

Terminal West I.T.

@ Mitchell
looking west



④

Terminal West I.T.

@ Joseph Campau
looking east



⑤

Terminal West I.T.

② Joseph Campau
looking west



⑥

Terminal West I.T.

② 6 Mile Rd.
looking east



⑦

Terminal West I.T.
@ 6 Mile Rd.
looking west



⑧

Terminal West I.T.
⑥ Goddard
looking east



⑨

Terminal West I.T.

② Goddard
looking west



⑩

Terminal West I.T.

② Deguindre
looking east



⑪

Terminal West I.T.

② Dequindre
looking west



⑫

Terminal West I.T.

③ Oakland
looking east



(13)

Terminal West I.T.

(a) Oakland
looking west



(14)

Terminal West I.T.

(a) Woodward
looking east

Showing
U.G. Bridge 9.12



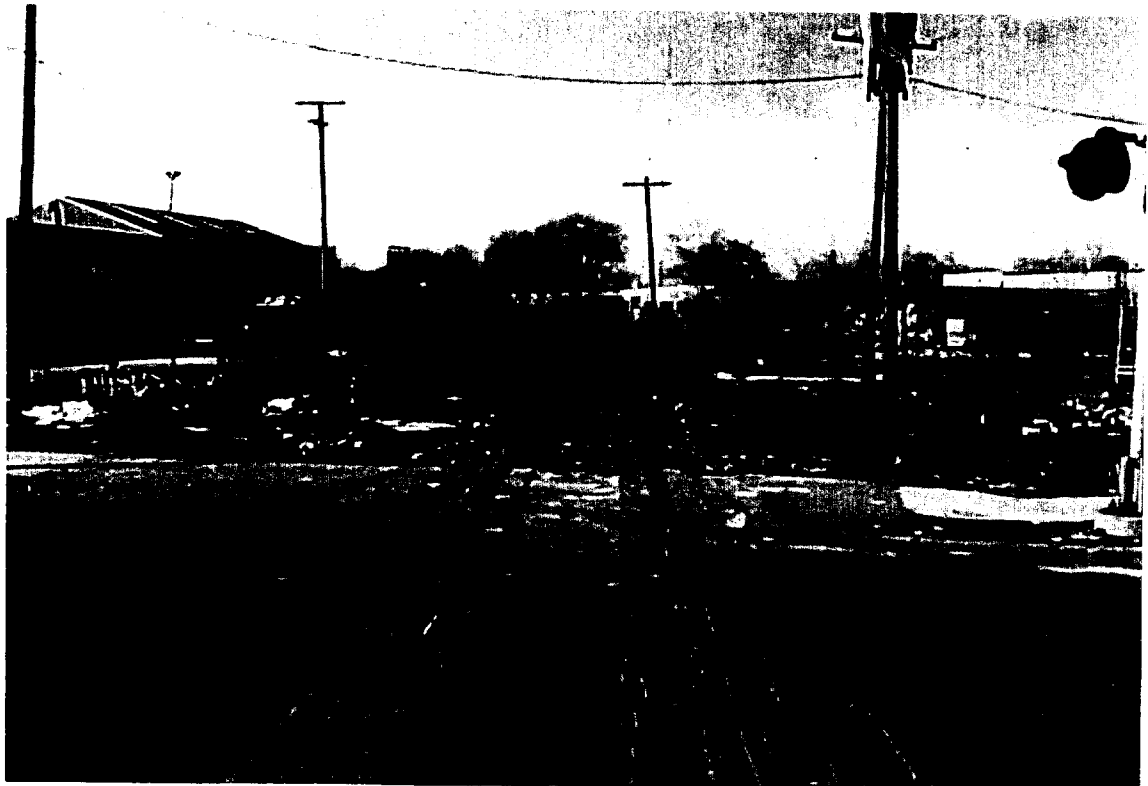
(15)

Terminal West I.T.
@ 24th St.
looking east



(16)

Terminal West I.T.
@ 24th St.
looking west



(17)

Terminal West I.T.

@ 3rd St.

looking east



(18)

Terminal West I.T.

@ 3rd St.

looking west



(19)

Terminal West I.T.

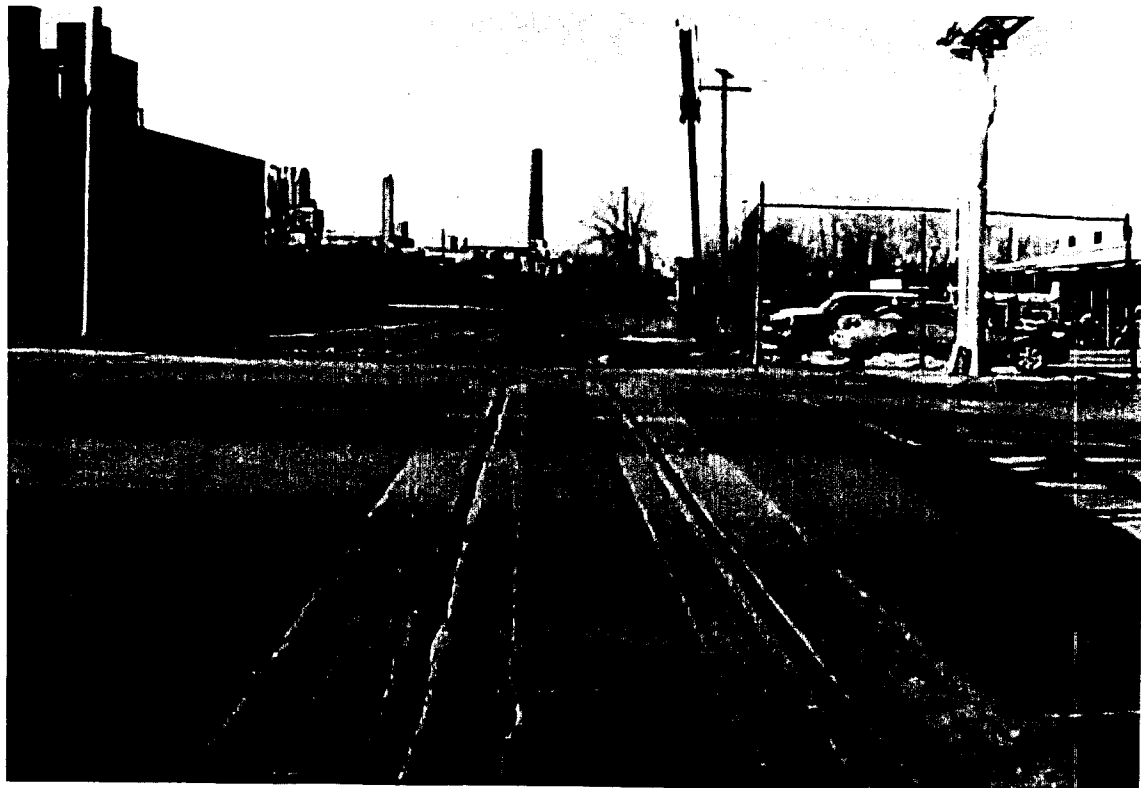
@ Hamilton
looking east



(20)

Terminal West I.T.

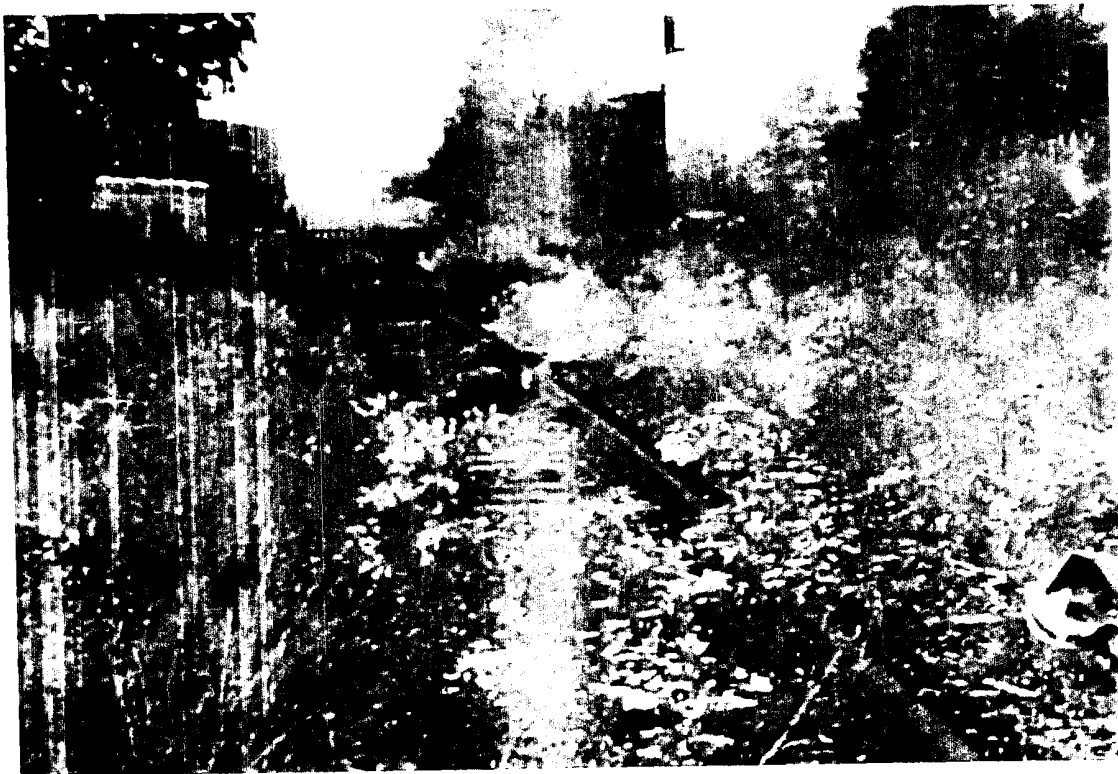
@ Hamilton
looking west



(21)

Highland Park I.T.

@ Woodrow Wilson
looking west



(22)

Highland Park I.T.

@ Linwood
looking east



(23)

Highland Park I.T.

@ Linwood

looking west



(24)

Highland Park I.T.

@ Cloverdale

looking east



(25)

Terminal West I.T.

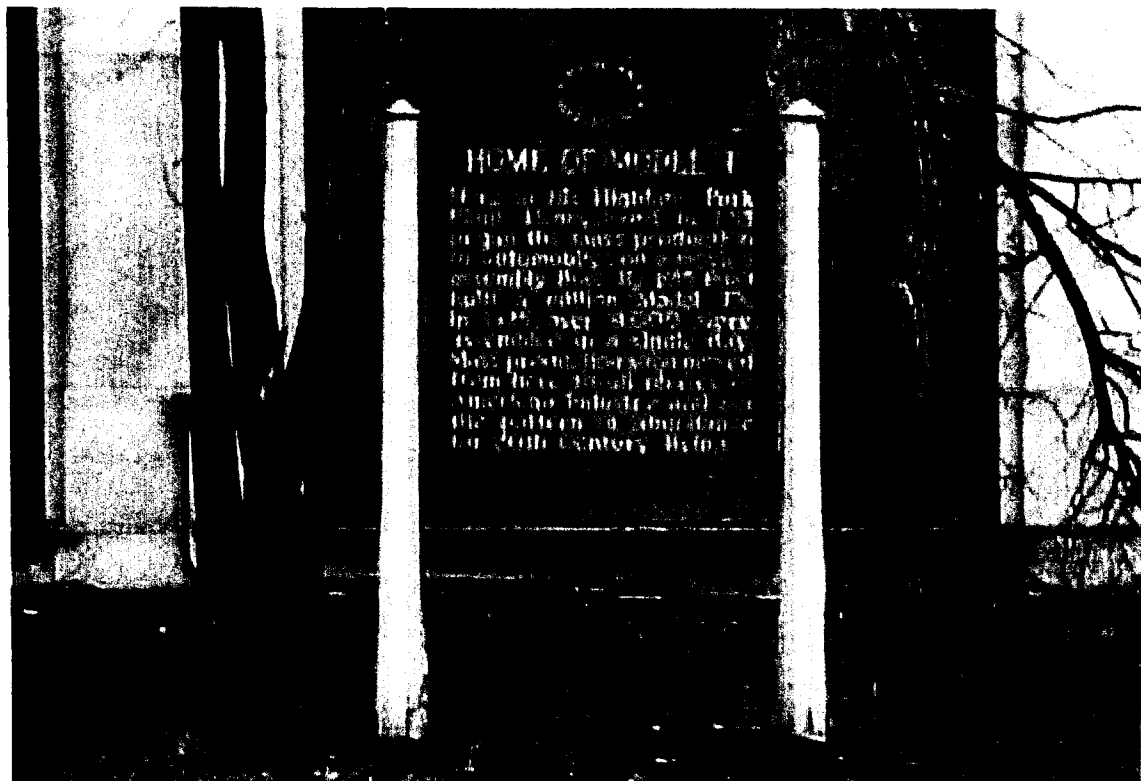
View of back
of Ford Plant
(91 Manchester
@ Woodward)
as viewed from
Oakland St.



(26)

Terminal West I.T.

View of Ford
Building
(91 Manchester
@ Woodward)



27

Terminal West I.T.

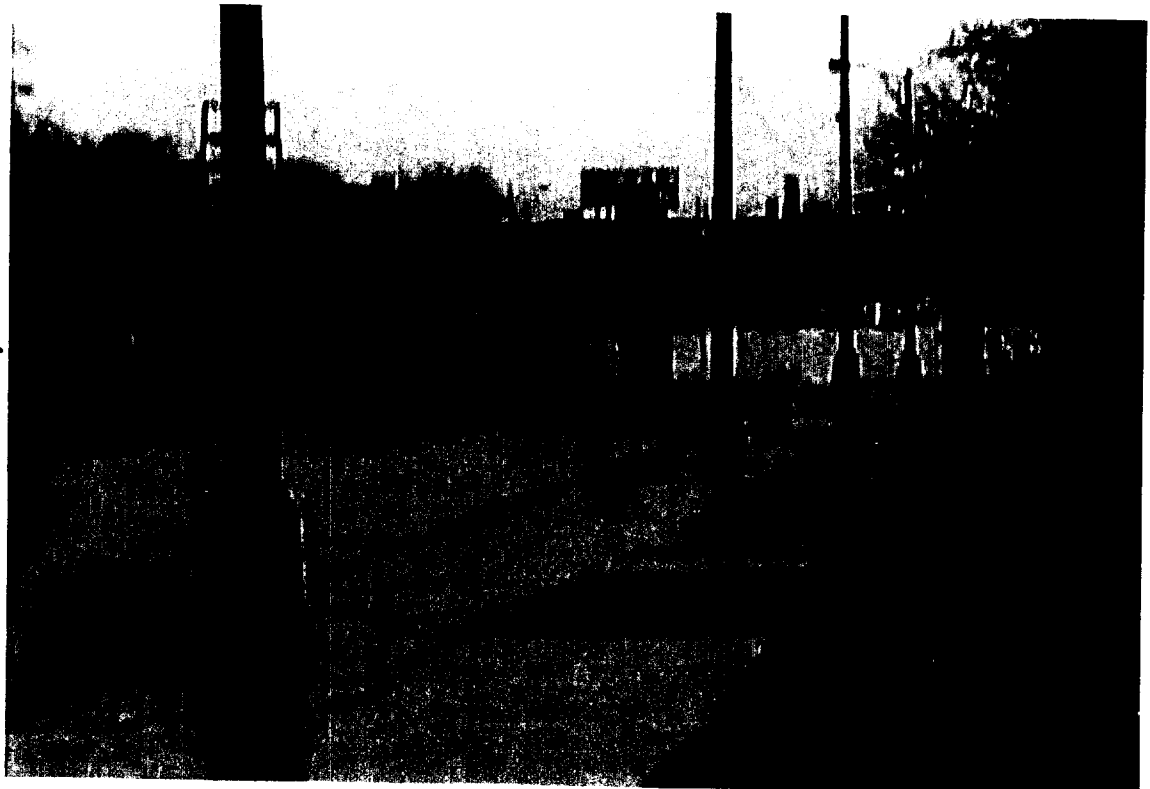
View of Ford
Building
(91 Manchester
(@ Woodward)
with U6 Bridge
9.12 in
background



28

Terminal West I.T.

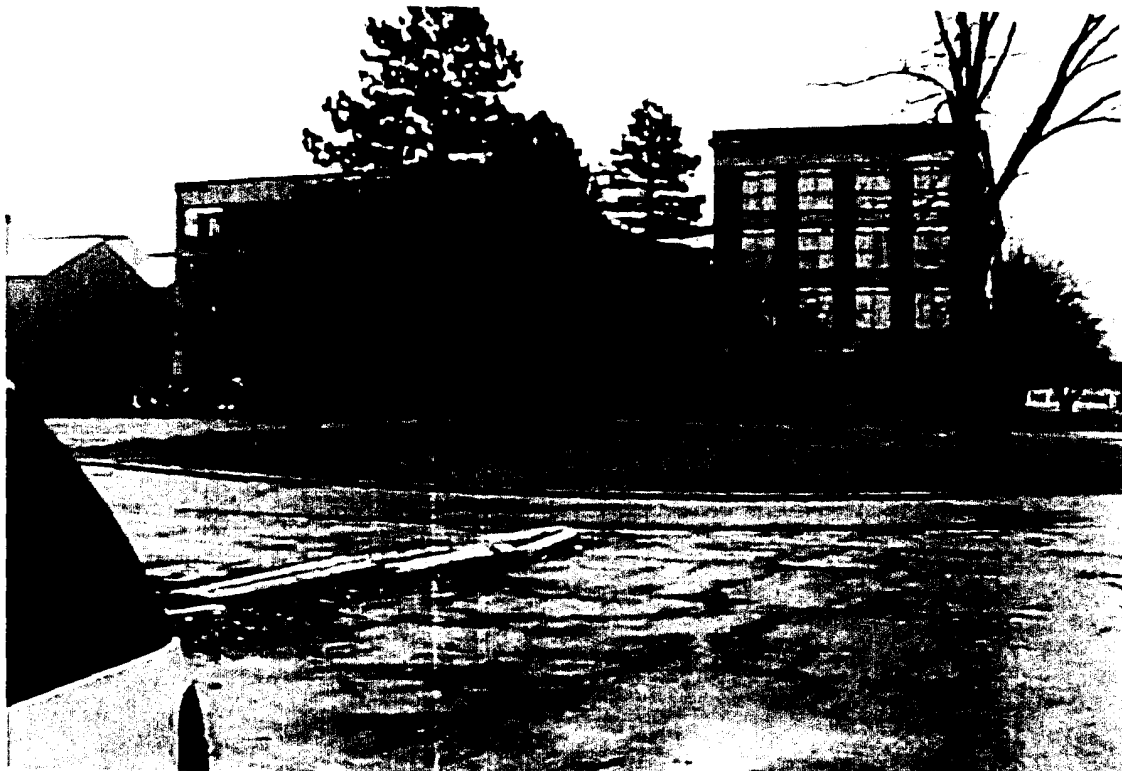
U6 Bridge 9.12
(Thru Ginder)
over Woodward Ave.
in front of
Ford Building
(91 Manchester
(@ Woodward)



(29)

Terminal West I.T.

Sideview of
Ford Building
(91 Manchester
① Woodward)
as viewed
from tracks



(30)

Terminal West I.T.

UG Bridge 9.12

(Thru Girder)

over Woodward Ave.



(31)

Terminex West I.T.
UG Bridge 9.12
(Thru Girder)
over Woodward Ave.



(32)

Highland Park I.T.
Bridge
UG 7.25
(Deck Girder)
over Rte. 10



(33)

Highland Park I.T.

UG Bridge 7.25
(Deck Girder)
over Rte. 10,
at grade on
12th St.



CONRAIL®



September 7, 2005

Brian D. Conway, State Historic Preservation Officer
Michigan State Historic Preservation Office
Michigan Historical Center
702 West Kalamazoo Street
P.O. Box 30740
Lansing, MI 48909-8240

Dear Mr. Conway:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process Conrail must file an application with the Surface Transportation Board (STB). A requirement for this filing is the consultation of the State Historic Preservation Office.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. There are no railroad buildings along this line. The subject line contains no undergrade bridges that our records indicate are greater than 50 years old and are the maintenance responsibility of the railroad.

It is Conrail's position that none of the characteristics of this line hold any special historical or engineering significance. The line traverses urban industrial areas with a flat topography. There is no record of any subsurface ground disturbance or fill. There are no known environmental conditions that might affect archeological recovery. The abandonment will only involve removal of the rail, track material and crossties.

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would

80

appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

Kwame M. Kilpatrick, Mayor
City of Detroit
Executive Office
Coleman A. Young Municipal Center
2 Woodward Avenue, Suite 1126
Detroit, MI 48226

Dear Mayor Kilpatrick:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

Marsha S. Bruhn, AICP, Director
Detroit City Planning Commission
202 Coleman A. Young Municipal Center
2 Woodward Avenue
Detroit, MI 48226

Dear Ms. Bruhn:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

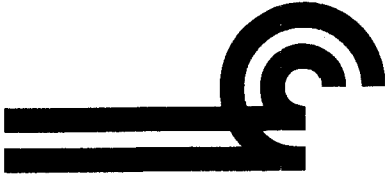
Sincerely,

John K. Enright / rbel

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

Titus McClary, Mayor
City of Highland Park
12050 Woodward Avenue
Highland Park, MI 48203-3578

Dear Mayor McClary:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbel

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



September 7, 2005

Darwin D. Parks, City Administrator
City of Highland Park
12050 Woodward Avenue
Highland Park, MI 48203-3578

Dear Mr. Parks:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

Jewel Ware, Chair
Wayne County Commission
Wayne County Building
600 Randolph Street, Suite 449
Detroit, MI 48226

Dear Ms. Ware:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



September 7, 2005

Robert A. Ficano
Wayne County Executive
Wayne County Building
600 Randolph Street
Detroit, MI 48226

Dear Mr. Ficano:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

Richard Pfaff
Southeast Michigan Council of Governments
535 Griswold Street
Suite 300
Detroit, MI 48226-3602

Dear Mr. Pfaff:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the state clearinghouse concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd
John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

CONRAIL[®]



September 7, 2005

Richard Snay, Chief
Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

Dear Mr. Snay:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the National Geodetic Survey concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

CONRAIL®



September 7, 2005

State Conservationist
USDA Natural Resources Conservation Service
3001 Coolidge Street, Suite 250
East Lansing, MI 48823-6350

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact various agencies about items concerning the abandonment. One of these items involves prime agricultural soils.

Enclosed is a copy of a portion of a U.S.G.S. Quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Are there any areas of prime agricultural land, as defined by the Natural Resources Conservation Service, in the vicinity of the subject track? What would be the effect of the proposed abandonment on any prime soils?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



September 7, 2005

Michigan Department of Environmental Quality
Land and Water Management Division
Coastal Program Unit
525 West Allegan Street
P.O. Box 30458
Lansing, MI 48909-7958

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Division of Coastal Resources be consulted.

Are there any coastal zone areas in the vicinity of the proposal? And if so, what effect would the proposal have on these zones?

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

It is requested that a written reply be forwarded to the address below. Because of the necessary time schedules for the STB filing, please respond within 30 days of the date of this letter. If I may be of any further assistance, please feel free to contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

U.S. Fish and Wildlife Service, Region 3
One Federal Drive
BHW Building
Fort Snelling, MN 55111

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). A requirement of this filing is that various agencies be contacted concerning certain items, one being the presence of any endangered or threatened species or critical habitats.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment will only involve the salvage and removal of the rail, track material and crossties.

Are there any endangered or threatened species in the vicinity of the track, and would there be an adverse effect due to the abandonment? Are there any areas designated as critical habitats in the vicinity? Also, are there any wildlife sanctuaries or refuges, National or State parks or forests in the vicinity? If so, how would they be affected?

Please forward your written reply to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3606
Washington, DC 20240

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the National Park Service be consulted.

Enclosed are segments of U.S.G.S. quadrangle maps delineating the line being considered. In this case, the abandonment will involve salvage and removal of the rail, track material and crossties.

Are there any wildlife sanctuaries or refuges, National or State parks or forests in the vicinity of the proposals? And if so, what would be the effects?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

Michigan Department of Environmental Quality
Environmental Assistance Division
525 West Allegan Street
P.O. Box 30473
Lansing, MI 48909-7973

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Environmental Protection Agency be consulted.

Enclosed a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

Will this proposed abandonment require permits as designated under section 402 of the Clean Water Act (33 U.S.C. 1342)? Are there any coastal zone areas in the vicinity of this proposal? And if so, what effect would the proposal have on these zones?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright/rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

The District Engineer
U.S. Army Engineer District, Detroit
477 Michigan Avenue
Detroit, MI 48226

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact various agencies about items concerning the abandonment. Some of these items involve the Army Corps of Engineers.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and cross-ties. There would be no in-stream salvage of any bridges.

Will this abandonment require permits as designated under section 404 of the Clean Water Act (33 U.S.C. 1344)? Would the proposed abandonment affect any designated wetlands? Would any 100-year flood plains be affected by this action?

It is requested that a written reply be forwarded to the address below. Because of the necessary time schedules for the STB filing, please respond within 30 days of the date of this letter. If I may be of any further assistance, please feel free to contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



September 7, 2005

U.S. Environmental Protection Agency
Metcalf Building
Office of Strategic Environmental Analysis
77 West Jackson Boulevard
Chicago, IL 60604-3507

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Environmental Protection Agency be consulted.

Will this proposed abandonment require permits as designated under section 402 of the Clean Water Act (33 U.S.C. 1342)? Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



October 12, 2005

Federal Highway Administration
400 Seventh Street, SW
Washington, DC 20590

Dear Sir/Madam:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the National Geodetic Survey concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

In its attached response dated October 3, 2005, the U.S. EPA noted that the Line crosses Woodward Avenue, a designated National Byway, and requested that Conrail contact the FHWA for comment on the proposed abandonment.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

CONRAIL®



October 12, 2005

Gloria J. Jeff, Director
Michigan Department of Transportation
State Transportation Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Dear Ms. Jeff:

Conrail is proposing to abandon portions of two contiguous railroad lines, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between milepost 7.70 at Joseph Campau Street and milepost 10.30 near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between milepost 7.40 near Woodrow Wilson Street and milepost 5.70 at Cloverdale Street (together hereinafter the "Line") in the cities of Detroit and Highland Park, Wayne County, MI. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the National Geodetic Survey concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

In its attached response dated October 3, 2005, the U.S. EPA noted that the Line crosses Woodward Avenue, a designated National Byway, and requested that Conrail contact MDOT for comment on the proposed abandonment.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures



April 27, 2006

Richard Pfaff
Southeast Michigan Council of Governments
535 Griswold Street
Suite 300
Detroit, MI 48226-3602

RE: Docket No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

Dear Mr. Pfaff:

This is to notify you pursuant to 49 C.F.R. 1152.50(d)(1) that on or about May 30, 2006, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the rail line shown on the attached map, and more fully described below:

Name: Detroit Terminal West Industrial Track and Highland Park
Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan, traversing United States Postal Service
Zip Codes 48212, 48203, and 48238

Description of Track: Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan

Length of Track: 4.3 total miles±

The Notice of Exemption will be filed pursuant to the provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. Because the subject line is out of service and has handled no traffic for the past two years, the abandonment will result in no change in current operations or maintenance. The abandonment will involve salvage and removal of the rail and crossties. Conrail has no current plans to dispose of any other structure involved. The only alternative considered is no action.

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL®



April 27, 2006

Department of Defense
Military Traffic Management Command
Transportation Engineering Agency
Railroads for National Defense Program
720 Thimble Shoals Boulevard, Ste. 130
Newport News, VA 23606-2547
Attn: Bob Korpanty

RE: Docket No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

Dear Mr. Korpanty:

On or about May 30, 2006, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Detroit Terminal West Industrial Track and Highland Park
Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan, traversing United States Postal Service
Zip Codes 48212, 48203, and 48238

Description of Track: Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial

Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan

Length of Track: 4.3 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL®



April 27, 2006

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3606
Washington, DC 20240

RE: Docket No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

Dear Sir or Madam:

On or about May 30, 2006, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Detroit Terminal West Industrial Track and Highland Park
Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan, traversing United States Postal Service
Zip Codes 48212, 48203, and 48238

Description of Track: Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial

Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan

Length of Track: 4.3 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL®



April 27, 2006

U.S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street, NW
7th Floor
Washington, DC 20240

RE: Docket No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

Dear Sir or Madam:

On or about May 30, 2006, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Detroit Terminal West Industrial Track and Highland Park
Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan, traversing United States Postal Service
Zip Codes 48212, 48203, and 48238

Description of Track: Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial

Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan

Length of Track: 4.3 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

Handwritten signature of John K. Enright, followed by the initials /rbd.

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL®



April 27, 2006

Dale Bosworth, Chief
USDA Forest Service
Sidney R. Yates Federal Building
4NW Yates
201 14th Street, SW
Washington, DC 20250

RE: Docket No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

Dear Mr. Bosworth:

On or about May 30, 2006, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Detroit Terminal West Industrial Track and Highland Park Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan, traversing United States Postal Service Zip Codes 48212, 48203, and 48238

Description of Track: Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial

Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan

Length of Track: 4.3 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL[®]



April 27, 2006

J. Peter Lark, Chairman
Michigan Public Service Commission
P. O. Box 30221
Lansing, MI 48909

RE: Docket No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

Dear Mr. Lark:

This is to notify you pursuant to 49 C.F.R. 1152.50(d)(1) that on or about May 30, 2006, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the rail line shown on the attached map, and more fully described below:

Name: Detroit Terminal West Industrial Track and Highland Park Industrial Track (portions of two contiguous lines of railroad)

Location: Wayne County, Michigan, traversing United States Postal Service Zip Codes 48212, 48203, and 48238

Description of Track: Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan

Length of Track: 4.3 total miles±

The Notice of Exemption will be filed pursuant to the provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. Because the subject line is out of service and has handled no traffic for the past two years, the abandonment will result in no change in current operations or maintenance. The abandonment will involve salvage and removal of the rail and crossties. Conrail has no current plans to dispose of any other structure involved. The only alternative considered is no action.

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL®

April 27, 2006

VIA U.S.MAIL

To: All Parties on Attached Service List

Re: STB No. AB 167 (Sub-No. 1188X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Wayne County, Michigan

On May 30, 2006, Consolidated Rail Corporation ("Conrail") expects to be filing with the Surface Transportation Board ("STB" or "Board") a Notice of Exemption seeking authority to abandon portions of two contiguous lines of railroad known as the Detroit Terminal West Industrial Track, from approximately milepost 7.70± near Joseph Campau Street to approximately milepost 10.30± near Woodrow Wilson Street, and the Highland Park Industrial Track, from approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (milepost 10.30 on the Detroit Terminal West Industrial Track is the same as milepost 7.40 on the Highland Park Industrial Track) in the cities of Detroit and Highland Park, Wayne County, Michigan. Attached is an Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

Conrail is providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis ("SEA"), Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423, telephone number (202) 565-1545 and refer to the above Docket No. AB 167 (Sub-No. 1188X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to Conrail's representative named below) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact Conrail's representative directly. Conrail's representative in this matter is John K. Enright, who may be contacted by telephone at (856) 231-7206 or by mail at 1000 Howard Boulevard, 4th Floor, Mt. Laurel, NJ 08054.

Sincerely,

John K. Enright / -bd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

SERVICE LIST

Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, DC 20423-0001

Brian D. Conway, State Historic Preservation Officer
Michigan State Historic Preservation Office
Michigan Historical Center
702 West Kalamazoo Street
P.O. Box 30740
Lansing, MI 48909-8240

Kwame M. Kilpatrick, Mayor
City of Detroit
Executive Office
Coleman A. Young Municipal Center
2 Woodward Avenue, Suite 1126
Detroit, MI 48226

Marsha S. Bruhn, AICP, Director
Detroit City Planning Commission
202 Coleman A. Young Municipal Center
2 Woodward Avenue
Detroit, MI 48226

Titus McClary, Mayor
City of Highland Park
12050 Woodward Avenue
Highland Park, MI 48203-3578

Darwin D. Parks, City Administrator
City of Highland Park
12050 Woodward Avenue
Highland Park, MI 48203-3578

Jewel Ware, Chair
Wayne County Commission
Wayne County Building
600 Randolph Street, Suite 449
Detroit, MI 48226

Robert A. Ficano
Wayne County Executive
Wayne County Building
600 Randolph Street
Detroit, MI 48226

Michigan Department of Environmental Quality
Land and Water Management Division, Coastal Program Unit
525 West Allegan Street, P.O. Box 30458
Lansing, MI 48909-7958

The District Engineer
U.S. Army Engineer District, Detroit
477 Michigan Avenue
Detroit, MI 48226

Attn: Chris Antieau

U.S. Fish and Wildlife Service, Region 3
One Federal Drive
BHW Building
Fort Snelling, MN 55111

Kenneth A. Westlake, Chief
NEPA Implementation Section
U.S. Environmental Protection Agency – Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Richard Snay, Chief
Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3606
Washington, DC 20240

John A. Bricker, State Conservationist
USDA Natural Resources Conservation Service
3001 Coolidge Road, Suite 250
East Lansing, MI 48823-6321

Michigan Department of Environmental Quality
Environmental Assistance Division
525 West Allegan Street
P.O. Box 30473
Lansing, MI 48909-7973

Richard Pfaff
Southeast Michigan Council of Governments
535 Griswold Street
Suite 300
Detroit, MI 48226-3602

David Calabrese, Field Operations Group Leader
Federal Highway Administration
Michigan Division
315 West Allegan Street, Room 201
Lansing, MI 48933

Bob Korpanty
Department of Defense
720 Thimble Shoals Boulevard
Suite 130
Newport News, VA 23606-2574

U.S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street, NW - 7th Floor
Washington, DC 20240

Dale Bosworth, Chief
USDA Forest Service
Sidney R. Yates Federal Building
1400 Independence Ave., SW
Washington, DC 20250-0003

Gloria J. Jeff, Director
Michigan Department of Transportation
State Transportation Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909

Brian G. Grennell, Environmental Review Specialist
Michigan State Historic Preservation Office
Michigan Historical Center
702 West Kalamazoo Street
P.O. Box 30740
Lansing, MI 48909-8240

Helen Marie Sharpley, Senior City Planner
Detroit City Planning Commission
Planning and Development Department
2300 Cadillac Tower
Detroit, MI 48226

Nina Korkis, Assistant Corporation Counsel
Charter County of Wayne
Department of Corporation Counsel
Nuisance Abatement/Real Estate Development
400 Monroe Street, Suite 680
Detroit, MI 48226

Craig A. Czarnecki, Field Supervisor
Tameka Dandridge
U.S. Fish and Wildlife Service
East Lansing Field Office
2651 Coolidge Road, Suite 101
East Lansing, MI 48823-6316

Shawn S. Sanchez, Project Manager
Enforcement Branch
Detroit District, U.S. Army Corps of Engineers
Box 1027
Detroit, MI 48231-1027

J. Peter Lark, Chairman
Michigan Public Service Commission
P. O. Box 30221
Lansing, MI 48909

Re: File No. 05-282-000-0

EXHIBIT C

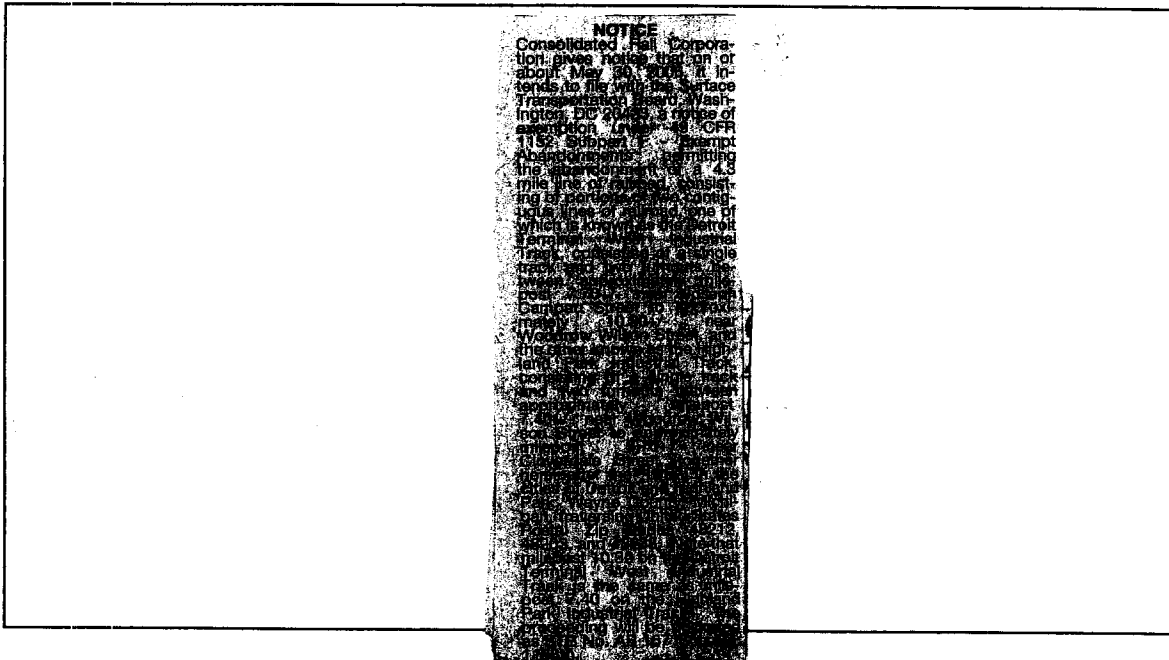


Detroit Newspaper Partnership LP
Michigan's Information Leaders

State of Michigan
County of Wayne

Affidavit of Publication

BOB D'ZURO CONSOLIDATED RAIL C
2001 MARKET STREET
PHILADELPHIA, PA 19103-7044



DELORIE MARTIN Being duly sworn, deposes and says that the advertising illustrated above was published under the classification **80 Legal Notice Bids**

Proposals

in the Detroit News / Free Press on the following dates: **05/5/06**

Invoice Number: **61251-328154**

The Detroit Newspapers he/she knows well the facts stated herein.

Signed

Delorie Martin

Sworn and subscribed to me, a Notary Public in and for _____
State of Michigan. Acting in Wayne County.

On This 5 Day of MAY 2006

Deborah Ann Janda

DEBORAH ANN JANDA
NOTARY PUBLIC-MACOMB CO., MI
MY COMMISSION EXPIRES May 31, 2008

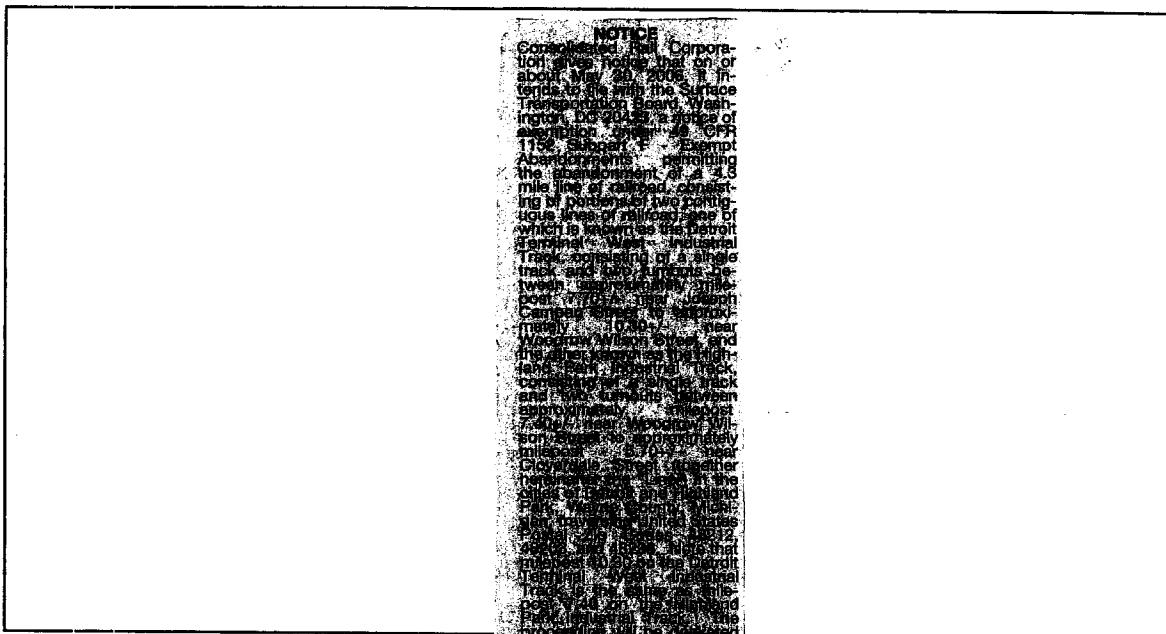


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and says that the advertising
80 Legal Notice Bids

05/5/06

ed herein.

Sworn and subscribed to me, a Notary
State of Michigan. Acting in Wayne C

On This 5 Day of MAY

DEBORAH ANN JANDA
NOTARY PUBLIC MACOMB CO., MI
MY COMMISSION EXPIRES May 31, 2006

EXHIBIT C

NOTICE

Consolidated Rail Corporation gives notice that on or about May 30, 2006, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F – *Exempt Abandonments* permitting the abandonment of a 4.3 mile line of railroad, consisting of portions of two contiguous lines of railroad, one of which is known as the Detroit Terminal West Industrial Track, consisting of a single track and two turnouts between approximately milepost 7.70± near Joseph Campau Street to approximately 10.30± near Woodrow Wilson Street, and the other known as the Highland Park Industrial Track, consisting of a single track and two turnouts between approximately milepost 7.40± near Woodrow Wilson Street to approximately milepost 5.70± near Cloverdale Street (together hereinafter the “Line”) in the cities of Detroit and Highland Park, Wayne County, Michigan, traversing United States Postal Zip Codes 48212, 48203, and 48238. Note that milepost 10.30 on the Detroit Terminal West Industrial Track is the same as milepost 7.40 on the Highland Park Industrial Track. The proceeding will be docketed as STB No. AB 167 (Sub-No. 1188X).

The Board’s Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or

make inquiries regarding environmental matters by writing to the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423 or by calling that office at 202-565-1545.

Appropriate offers of financial assistance to continue railroad service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K Street, NW, Washington, DC 20423, and one copy must be served on applicant's representative. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Congressional and Public Services at 202-565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: John K. Enright, Associate General Counsel, Consolidated Rail Corporation, 1000 Howard Boulevard – 4th Floor, Mt. Laurel, NJ 08054, telephone 856-231-7206.