

**SURFACE TRANSPORTATION BOARD**  
**SECTION OF ENVIRONMENTAL ANALYSIS**

#EO-422  
(H.)

**POST POST ENVIRONMENTAL ASSESSMENT**

ENVIRONMENTAL RECOMMENDATIONS IN STB DOCKET NO. AB-490 (Sub-No. 1X)

February 15, 2007

**ABANDONMENT TYPE**

The time for comments on the Environmental Assessment (EA) has expired in this:

( ) Notice of Exemption (X) Petition for Exemption ( ) Regulated Abandonment

( ) **NO NEW COMMENTS WERE RECEIVED**

(X) **NEW COMMENTS WERE RECEIVED**

The Section of Environmental Analysis (SEA) served an Environmental Assessment (EA) for this proceeding on August 23, 2005, and then after receiving comments, added a condition that was included in the October 12, 2005 decision served for public review and comment. In the EA and Post EA, SEA recommended five (5) environmental conditions and concluded that the proposed action would not significantly impact the quality of the human environment. SEA has now determined that condition 5 can be satisfied.

**Comments on the Post Post EA**

During the comment period for the EA, Mr. Steven C. Hawkins, President of the Western Railway Service Corporation, submitted information from the U.S. Environmental Protection Agency's (EPA) Superfund Information Systems (CERCLIS) database indicating that there were three confirmed Superfund sites located adjacent to the northern segment of rail line to be abandoned. The CERCLIS database identified these sites as: U.S. Finishing Fire (EPA ID #SCD003358744), located in Greenville, South Carolina; Kerr Waste Treatment Plant (EPA ID #SCD094994423), located in Travelers Rest, South Carolina; and the Travelers Rest Granite Quarry (EPA ID #SCD0000363275), located in Travelers Rest, South Carolina. SEA subsequently discussed the matter with Mr. Chris Bartley of the Federal and State Site Assessment Section, Bureau of Land and Waste Management, South Carolina Department of Health and Environmental Control (SCDHEC), and learned that hazardous waste from the U.S. Finishing Site had been confirmed in surface and groundwater samples collected adjacent to the railroad right-of-way. Specifically, Mr. Bartley identified the following areas of concern: the wetland along the railroad spur; the Reedy River floodplain on the south side of the main railroad line; and upgradient areas north of the main line and west of the aeration lagoon.

SEA contacted Mr. Bartley to further discuss potential contamination along the rail right-of-way; but was informed that the area had not been sampled. SEA subsequently discussed the matter with Mr. William Joyner, Remedial Project Manager for Region 4 EPA, and based on the information provided by SCDHEC and EPA, concluded that, if the railroad bed were contaminated, any disturbance to the underlying materials could cause a release of to the

environment. After consulting with EPA and SCDHEC, SEA developed the following condition (noted as condition 5 in the Board's October 12, 2005 decision):

Prior to beginning any salvage operations, the Greenville County Economic Development Corporation shall consult with the appropriate parties and take measures recommended by SCDHEC, Bureau of Land and Waste Management, and the Region 4, EPA, and report the results of the consultation in writing to the Board prior to beginning any salvage operations.

Greenville County is now ready to salvage the railroad tracks and ties, and in accordance with condition 5, has initiated the consultation process. To date, SEA has participated in two conference calls: one on January 30, 2007 with the applicant, Sandra E. Yudice, Assistant to the Greenville County Administrator; Wilda Cobb, Attorney for Region 4 EPA; William Joyner, EPA; Robert Cole, SCDHEC; and Brian Kemp, SCDHEC, and a second conference call on February 2, 2007 with Wilda Cobb, EPA; and Curtis Shopp, President of National Salvage & Service Corporation. All parties have since agreed (see attached letter from SCDHEC) that salvage could occur with minimal disruption to the aforementioned areas of concern. At SEA's request, Mr. Shopp submitted a written salvage procedure (see attachment) that among other things, indicates that wetlands or streams will not be disturbed.

### **Conclusion**

Based on consultation with the SCDHEC, EPA, Greenville County, and the salvage operator, SEA has determined that the salvage process would be conducted in a manner that minimizes disturbance to the underlying materials of the railroad bed, including sub-ballast and soil. As such, SEA finds that condition 5 has been satisfied.

SEA CONTACT: Diana Wood – phone: (202)565-1552, and at (202) 245-0302 as of March 5, 2007

Attachments



C. Earl Hunter, Commissioner

*Promoting and protecting the health of the public and the environment.*

February 5, 2007

Sandra E. Yúdice  
Assistant to the County Administrator  
County of Greenville, South Carolina  
301 University Ridge, Suite 2400  
Greenville, SC 29601

Re: Greenville County Railroad Abandonment Project

Dear Ms. Yúdice:

This letter is in response to your recent inquiries regarding the railroad abandonment project specifically related to the former US Finishing site. Our principle concern is that your contractors do not cause a release of any contaminated material being held by the railroad berm. This area has not been extensively sampled; to date only two samples have been collected from the wetland area above the railroad track. We would request that the track removal in this area be performed in a manner to minimize any disruption to the berm and surrounding areas in order to prevent any release of contaminated materials. Provided the track abandonment can be accomplished without disruption to the berm, we are not requesting any environmental sampling related to the track-removal project at the former US Finishing site.

Stormwater permits will be required if the total acreage of disturbance is greater than one acre. Please contact Ann R. Clark, Director of the Construction, Stormwater, and Agricultural Permitting Division (803-898-4028) in the SCDHEC Bureau of Water.

If you have any additional questions, please let me know.

Sincerely,

Jonathan McInnis, Manager  
Federal & State Site Assessment Section  
Bureau of Land & Waste Management

cc (via e-mail): Susan Turner, SCDHEC EQC Region 2  
Ann R. Clark, Bureau of Water  
Myra C. Reece, Bureau of Air Quality



**NATIONAL SALVAGE & SERVICE CORPORATION**  
REMOVE • RECOVER • RESTORE

January 31, 2007

Ms. Sandra E. Yúdice  
County of Greenville, South Carolina  
301 University Ridge, Suite 2400  
Greenville, SC 29601

Via e-mail: syudice@greenvillecounty.org

Dear Ms. Yúdice:

National Salvage & Service Corporation is detailing the following procedures for track removal. This procedure is the same as the one that we have utilized on over 2,000 miles of abandoned trackage.

**Process for Removing Rail**

1. Remove anchors from rail.
2. Unbolt the angle bars or use a torch to cut bolts.
3. Use a small trackhoe (excavator) with a grapple to lift the rail from the ties, stacking five or six sticks in a pile along the right of way.
4. Remove spikes and tie plates from the ties and pile them along the right of way.
5. Lift ties out with the forks on a skid-steer loader. Place the ties in small piles along the right of way. Use the skid-steer to backdrag the area where the ties were to remove the indentation from the ties.
6. Trucks with log loaders will drive down the track bed and remove the ties, rail, and plates.

National will not place any material or perform work in streams or wetlands. Please let me know if you need any additional information before we commence operation.

Sincerely,

Curtis C. Schopp  
President