



# REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

**DATE:** Mar 24 2013

**ARC REVIEW CODE:** R1303041

**TO:** Mayor Mario Avery  
**ATTN TO:** Troy Besseche, City of Fairburn  
**FROM:** Douglas R. Hooker, Executive Director  
**RE:** Development of Regional Impact Review

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** CSX Intermodal Facility – Track Expansion

**Submitting Local Government:** City of Fairburn

**Review Type:** Development of Regional Impact      **Date Opened:** Mar 4 2013      **Date Closed:** Mar 24 2013

**Description:** This project is located in the City of Fairburn, at the existing CSX Intermodal Facility, near the intersection of Roosevelt Highway and Fairburn Industrial Boulevard (State Route 74). The proposed expansion includes additional tracks and equipment. The existing CSX facility was reviewed as a DRI in 1996.

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Comments:** Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed CSX Intermodal Facility – Track Expansion is within an area designated as Developing Suburbs and is also located within an Industrial/Logistics area.

The RDG states that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development. These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these developing suburbs, but care should be taken not to spur unwanted growth.

The RDG states that Industrial and Logistics Areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network.

Comments:

The proposed development is located in an area that is rapidly changing and is becoming dominated by industrial and warehouse uses. It is important to promote compatible uses where possible, as well as identify and mitigate potential land use conflicts as the area continues to develop.

This development will result in additional truck trips in the surrounding road network. The City should work with CSX, GDOT, and nearby jurisdictions to identify and if needed, mitigate any transportation issues that may arise as a result of this and other large developments. Of special concern is the interchange at Interstate 85 and State Route 74.

See additional comments from ARC environmental and transportation staff

**THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:**

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY	FULTON COUNTY	CITY OF PALMETTO
CITY OF UNION CITY	FAYETTE COUNTY	COWETA COUNTY
THREE RIVERS RC		

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Marshall Willis, Transportation Access and Mobility Division

**DATE:** February 21st, 2013

**SUBJECT:** **Transportation Division Review of DRI # 2326**  
Project: CSX Intermodal Facility - Fairburn  
County: Fulton  
Location: 6700 McLarin Road; Fairburn, GA  
Analysis:  
Expedited ☒  
Non-Expedited ☐

**cc:** David Haynes  
TAMD

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The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process. The applicant proposes to construct 27,800 LF of additional support track; the facility currently operates 16,000 LF of working track and 12,000 LF of support track. The applicant proposes an additional 12 acres of paved container storage/processing area, and to add approximately 540 parking spaces (an increase of 25%). The estimated build-out date is October of 2013.

## INFRASTRUCTURE

### Transportation

**How many site access points will be associated with the proposed development? What are their locations?**

Site access is proposed via two locations along McLarin Road. Both access points are un-signalized. The primary access point (truck gate) is on the northeastern property line, with a secondary access point (used by staff) located on the northwestern property boundary.

**How much average daily traffic will be generated by the proposed project?**

The existing traffic counts are: 680 tractor-trailers, 238 bobtail trucks, and 270 cars per day. The existing average peak daily trips for the primary entrance (truck gate) is 879 tractor-trailers, 305 bobtail trucks, and 120 cars; for the secondary entrance the peak daily trips is 170 cars. The future peak – which was stated to be less than capacity by the applicant during the pre-review meeting – is 1,099 tractor-trailers, 381 bobtail trucks, and 150 cars through the primary entrance (truck gate), and 187 cars through the secondary entrance. The applicant estimated that 90-95% of truck traffic will exit to the right on McLarin road, and proceed to use I-85.

**List the transportation improvements that would affect or be affected by the proposed project.**

#### PLAN 2040 RTP (Long Range Projects)\*

ARC Number	<i>Route and Description</i>	Type of Improvement	Scheduled Completion Year
AR-947B	I-85 South Noise Barriers, from SR 154 to Collinsworth Road	Roadway / Operations & Safety	2015
FS-234	West Broad Street Bicycle and Pedestrian Facilities	Last Mile Connectivity / Joint Bike-Ped Facilities	2020
FS-AR-182	I-85 South at SR 74 (Senoia Road)	Roadway / Interchange Upgrade	2030

*\*The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27<sup>th</sup>, 2011.*

**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The site is not directly served by public transportation.

**What other issues should be considered during the traffic study or in general for the proposed development?**

The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located along or near the following:

- Regional Thoroughfare Network: US 29/SR 14 (Roosevelt Highway)
- Regional Thoroughfare Network: SR 74 (Senoia Road)
- Regional Strategic Transportation System – National Highway System: US 29/SR 14 (Roosevelt Highway), SR 74 (Senoia Road), and I-85/SR 403
- Atlanta Strategic Truck Route: US 29/SR 14 (Roosevelt Highway), SR 74 (Senoia Road), and I-85/SR 403

**Consideration of Access Points and Signalization:**

- The connection to SR 74 may become a concern with the increased traffic volume, and should be studied to see if signalization is needed to cope with additional truck traffic, and to keep the system flowing at an acceptable level.

**CSX INTERMODAL FACILITY DRI**  
**City of Fairburn**  
**Natural Resources Division Review Comments**

**February 28, 2013**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project is located in the Line Creek Water Supply Watershed, a small (less than 100 square mile) watershed which is a public water supply source for both the City of Newnan in Coweta County as well as Fayette County. Both jurisdictions are in the Metropolitan North Georgia Water Planning District. The proposed project property appears to be more than 7 miles upstream of both intakes.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste. It is our understanding that the City has adopted the Water Supply Watershed Minimum Criteria.

Information provided by the applicant as well as independent measurement of the existing and proposed facility plans indicate that the total impervious surface on the project property will be less than 25 percent of the property area after the development of the proposed expansion. This estimate includes all gravel areas and ballasted rail areas visible in aerial photos.

The USGS coverage for the project area shows two blue line streams on the project property: the headwaters of Line Creek and an unnamed tributary of Line Creek. The existing rail facility crosses both streams, which have been piped under the existing facility. Based on the submitted plans, the proposed expansion will be built between two existing rail areas where the streams are already piped. No increase in piping is indicated.

The streams on the property are also subject to the City's Stream Buffer ordinance's 75-foot stream buffer and the State 25-foot Sediment and Erosion Control Buffer. Any other waters of the state on this property will also be subject to the State buffer.

The City will need to determine if the proposal meets the Water Supply Watershed Buffer Criteria. It will also need to be determined if the proposed project requires variances under the City Stream Buffer Ordinance and the State Sediment and Erosion Control Buffer requirements.

**Storm Water/Water Quality**

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region.

The assumed impervious surface amounts and percentages are those that are typical for each land use type in the Atlanta Region. Because of the open space on the property, the estimated land use areas were divided between Heavy Industrial and Open Space to better reflect conditions on the property. Actual loadings will reflect actual impervious amounts and other existing conditions on the site. The following table summarizes the results of the analysis for this proposal:

**Estimated Pounds of Pollutants per Year**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Forest/Open	362	28.96	217.20	3258.00	85070.00	0.00	0.00
Heavy Industrial	138	200.10	2655.12	17664.00	109710.00	229.08	28.98
<b>TOTAL</b>	<b>500</b>	<b>229.06</b>	<b>2872.32</b>	<b>20922.00</b>	<b>194780.00</b>	<b>229.08</b>	<b>28.98</b>

Total Percent Impervious: 22%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Thursday, February 07, 2013 4:41 PM  
**To:** Jonathan Tuley  
**Cc:** Shelley.Lamar@atlanta-airport.com; Comer, Carol; Cobb, Nancy C.; Sands, Carla Jo  
**Subject:** FW: Pre-Review Meeting February 11, 2013 - CSX Intermodal Facility - Track Expansion (City of Fairburn, DRI #2326)

Jon,

The proposed development is located approximately 10 miles south west of the Atlanta Hartsfield Jackson International Airport (ATL) and is located outside of any of their FAA surfaces, and does not appear to impact the airport.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airport advise the proponent if any action is necessary.

I have copied Ms. Shelley Lamar with Hartsfield Jackson Atlanta International Airport on this email.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 9th Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/aviation>

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Thursday, February 07, 2013 3:26 PM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Allen, Patrick; VanDyke, Cindy; Ware, Alan; Williams, Michael V.; Comer, Carol; Lobdell, Mike; Walker, Steven; Cautela, Daphne; 'lbeall@grta.org'; 'BDennard@grta.org'; 'DRI@grta.org'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; 'troy@fairburn.com'; 'jprince@tcfatl.com'; 'justin\_cole@csx.com'; 'Ellington, Morgan'; 'Terry Todd'; 'alippmann@unioncityga.org'; 'Pete Frisina'  
**Cc:** Landuse; Jane Hayse; [SDunn@atlantaregional.com](mailto:SDunn@atlantaregional.com); David Haynes; Marshall Willis; Mike Alexander; Jim Skinner  
**Subject:** Pre-Review Meeting February 11, 2013 - CSX Intermodal Facility - Track Expansion (City of Fairburn, DRI #2326)

### **Development of Regional Impact Pre-Review Meeting Notification**

This e-mail serves as notice that Atlanta Regional Commission (ARC) staff has reviewed the information submitted for **CSX Intermodal Facility - Track Expansion (DRI #2326)** and finds that, based on the information submitted, the proposed development(s) may qualify as a Development of Regional Impact (DRI), as defined by Georgia Department of Community Affairs (DCA) rules.

ARC staff will hold a pre-review meeting on **Monday, February 11, 2013, in the Executive Conference Room at ARC's offices** to discuss the following project(s), determine that DRI review is warranted, determine what additional information will be needed to initiate the review, and discuss the review timeline. We request that you or a member of your staff attend the pre-review meeting to review the initial proposal(s). If you are the applicant/developer or the



developer's representative, you must attend this meeting. Please send us relevant information related to the project, including a digital copy of the site plan, prior to the meeting.

**2:00 p.m. - CSX Intermodal Facility - Track Expansion (DRI #2326)** - This project is located in the City of Fairburn, at the existing CSX Intermodal Facility, near the intersection of Roosevelt Highway and Fairburn Industrial Boulevard (State Route 74). The proposed expansion includes additional tracks and equipment. The existing CSX facility was reviewed as a DRI in 1996. For more information on the current proposal, please visit the [DCA website](#) or contact our offices.

We are hopeful that any concerns your agency or organization might have about the development can be identified at this meeting. All interested parties are welcome to attend. Please let me know if you have any questions about the meeting.

For more information regarding the DRI process and the information needed for the review, please see the [DRI website](#).

For directions to the Atlanta Regional Commission, please visit the [ARC website](#).

Thanks,

Jon Tuley, AICP  
Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

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# Developments of Regional Impact

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## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

Submitting Local Government:	Fairburn
Individual completing form:	Troy Besseche
Telephone:	770-683-4286
E-mail:	troy@fairburn.com

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project:	CSX Intermodal Facility - Track Expansion
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	6700 McLarin Road, Fairburn, GA (33-33-5.4N, 84-35-55.66W) LL0176, District 07
Brief Description of Project:	Addition of 26,400 feet of new track at the facility.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input type="radio"/> Mixed Use                             | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input checked="" type="radio"/> Industrial                | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

# DRI Initial Information Form

Project Size (# of units, floor area, etc.):	5+ miles of new track	
Developer:	CSX Intermodal Terminals, Inc.	
Mailing Address:	550 Water Street, J732	
Address 2:		
	City:Jacksonville State: FL Zip:32202	
Telephone:	904-633-1351	
Email:	justin_cole@csx.com	
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, property owner:		
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If no, in what additional jurisdictions is the project located?		
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, provide the following information:	Project Name:	
	Project ID:	
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other	
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If yes, what percent of the overall project does this project/phase represent?	Unknown	
Estimated Project Completion Dates:	This project/phase: December 2013 Overall project:	
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# Developments of Regional Impact

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## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

Submitting Local Government: [Fairburn](#)

Individual completing form:

Telephone:

Email:

### Project Information

Name of Proposed Project: [CSX Intermodal Facility - Track Expansion](#)

DRI ID Number: [2326](#)

Developer/Applicant:

[CSX Intermodal Terminals, Inc. \(POC - Justin Cole\)](#)

Telephone:

[\(904\) 633-1351](#)

Email(s):

[justin\\_cole@csx.com](#)

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

☐ (not selected) ☐ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☐ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

### Economic Development

Estimated Value at Build-Out:

[Total Facility = \\$50M; Project Only = \\$15M](#)

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

[\\$10,000](#)

Is the regional work force sufficient to fill the demand created by the proposed project?

☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?

☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

<b>Water Supply</b>	
Name of water supply provider for this site:	City of Fairburn
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	No additional water services to be constructed
Is sufficient water supply capacity available to serve the proposed project?	<input type="checkbox"/> (not selected) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, how much additional line (in miles) will be required?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Fulton County Public Works
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	No additional sewage services to be constructed
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="checkbox"/> (not selected) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, how much additional line (in miles) will be required?	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	Current volume of 1,474 vehicle trips/day, potentially increasing to 1,817 vehicle trips/day at five years after project completion.
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are transportation improvements needed to serve this project?	<input checked="" type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please describe below:	

<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	No additional solid waste generation is expected.
Is sufficient landfill capacity available to serve this proposed project?	<input type="checkbox"/> (not selected) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	20% (17% existing + 3% project)
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	
Stormwater catch basins to be constructed within the project area will connect to existing stormwater management facilities; consisting of subsurface piping that discharge to two existing retention ponds.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2. Significant groundwater recharge areas?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3. Wetlands?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. Protected mountains?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
5. Protected river corridors?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6. Floodplains?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
7. Historic resources?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
8. Other environmentally sensitive resources?	<input type="checkbox"/> (not selected) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	

**Submit Application**

Save without Submitting

Cancel

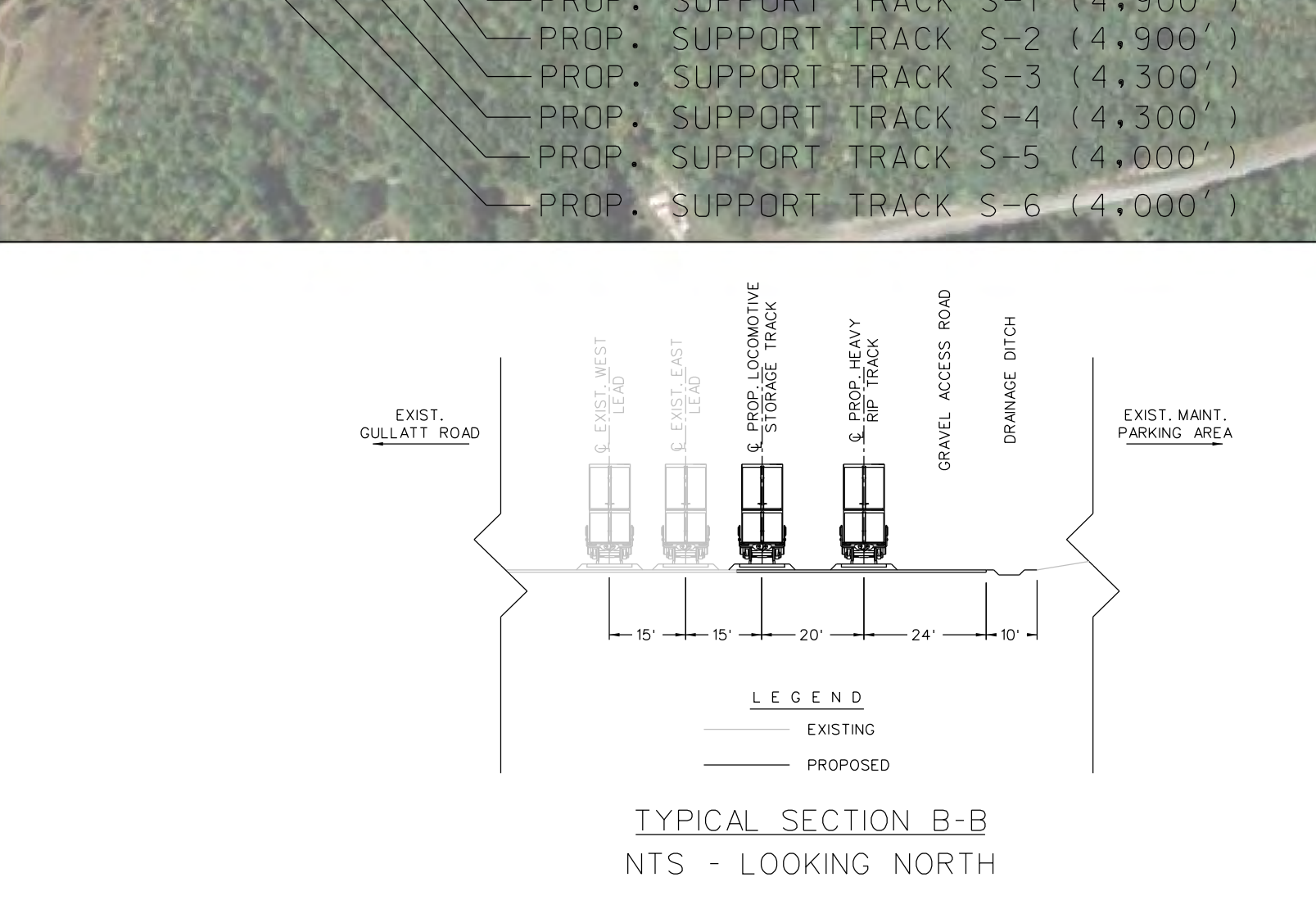
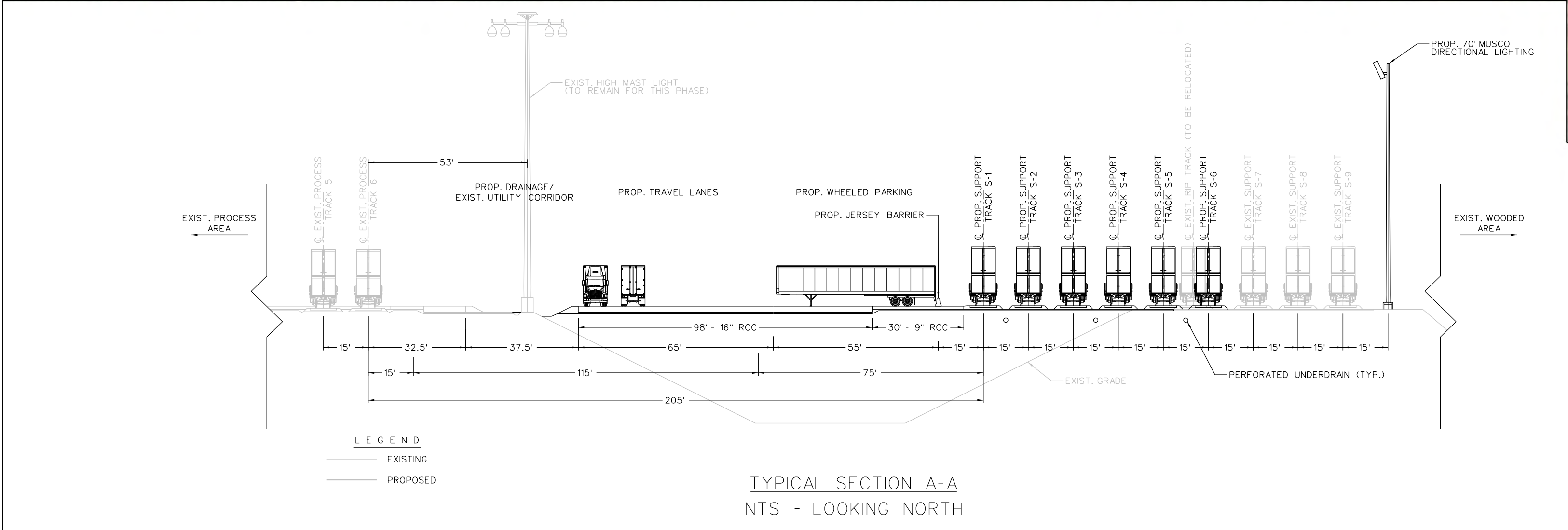
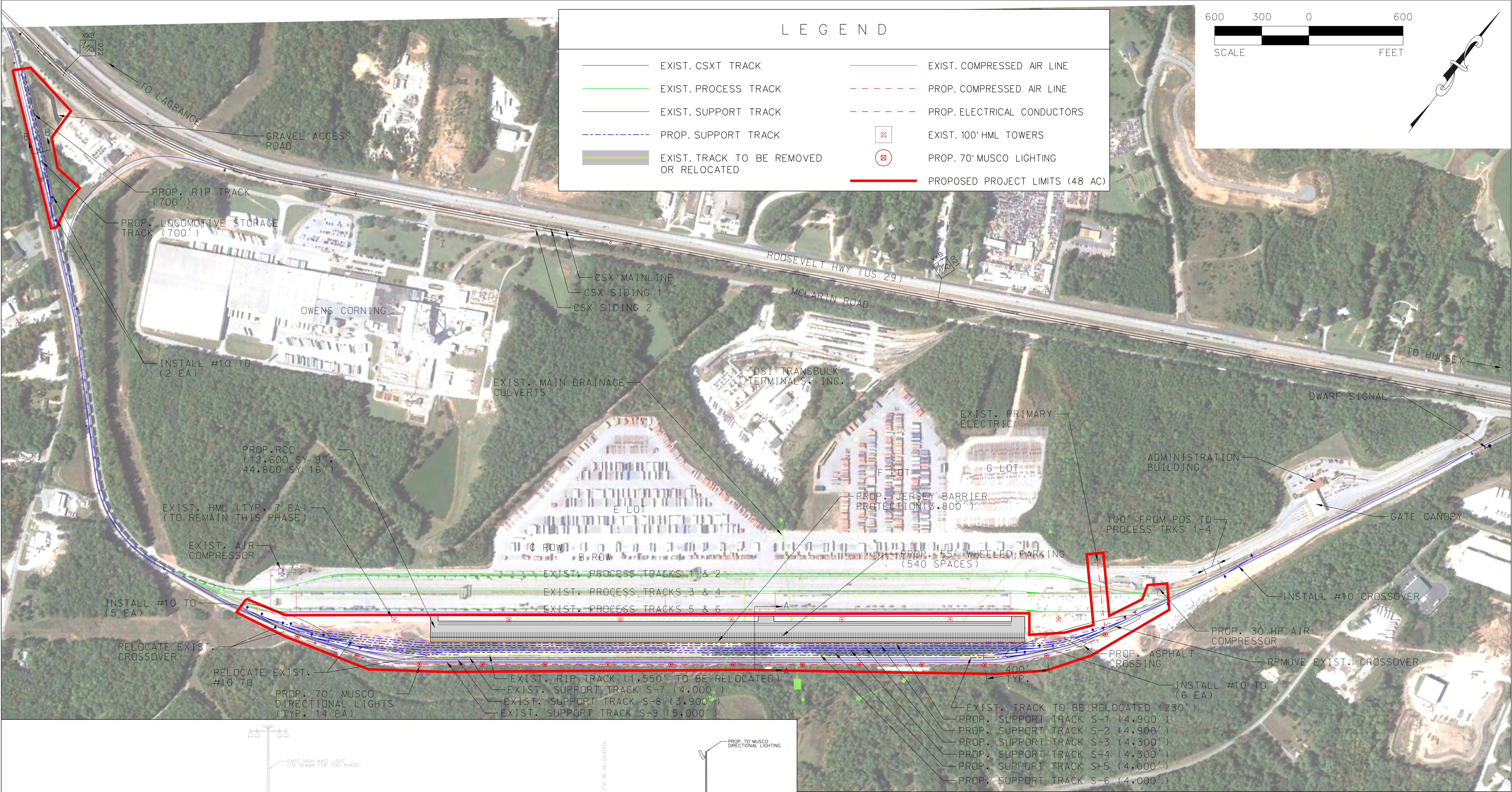
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<div><div>[.CSX.]</div><div>CSX INTERMODAL TERMINALS, INC. TERMINAL DEVELOPMENT GROUP JACKSONVILLE, FLORIDA</div></div>			
REVISIONS	SUPPORT TRACK EXPANSION		
	FAIRBURN TERMINAL FULTON COUNTY, GA		
	DATE: 9/28/2012	DRAWING TYPE: PLAN	DRAWING NUMBER: 12-029
	DRAWN: JDC	PROJECT NUMBER:	SHEET 1 OF 2
CHECKED:-----			



