A Preliminary Appraisal of the Safety and Operational Effects on the Regional Transportation System Caused by New Rail- Truck Intermodal Facilities

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2012

A Cooperative Research Project sponsored by the U.S. Department of Transportation Research and Innovative Technology Administration

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Sponsored by
Kansas Department of Transportation
and the Mid-America Transportation Center,
US Department of Transportation Region VII Transportation Center

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The University of Kansas
1530 W. 15th Street
Lawrence, KS 66045-7609

Report 0063576-01
KUCR Project KAN0063576 / UNI48400

July 2012
### Technical Report Documentation Page

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<td>University of Nebraska</td>
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<tr>
<td>Lincoln, NE 68583-0851</td>
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<td>Potential for impacts to a small Kansas city were evaluated in light of a planned rail to truck intermodal facility. The city of Edgerton, Kansas, was selected for an intermodal terminal in 2006 by a Class I railroad due to its regional proximity to the Kansas City market and market conditions favorable to such a facility. Through an analysis of various reports and literature along with original traffic, railroad, and environmental data, along with citizen feedback, the framework was laid to be able to compare the impacts of the facility to a snapshot in time prior to its opening.</td>
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Disclaimer

This research was performed in cooperation with the Mid-America Transportation Center, a United States Department of Transportation Region VII University Transportation Center administered by the University of Nebraska–Lincoln and the Kansas Department of Transportation. The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view or policies of the Mid-America Transportation Center, the Kansas Department of Transportation, or the University of Nebraska-Lincoln. This report does not constitute a standard, specification, or regulation. The engineers in charge of the study were Dr. Steven D. Schrock, Kansas P.E. #18989 and Dr. Thomas E. Mulinazzi, Kansas #8268
Acknowledgements

The authors would like to thank the Mid-America Transportation Center and the Kansas Department of Transportation for their support of this project. We also thank the following individuals for their help in procuring permits necessary for allowing the research team right of way access for data collection: Celia Duran of the City of Gardner, Kansas; Brian Pietig of Johnson County Public Works; Alicia Turner, Rex McCommon, and Thomas Dow of the Kansas Department of Transportation. Also, the authors thank the data collection efforts of the various undergraduate and graduate research assistants involved in this project: Matthew Becker, Kaley Euson, Garrett Hages, Jordan Herbert, Romika Jasrotia and Jessica Peat.
Chapter 1 Introduction

In today’s world of global supply chains, the manufacturing of goods is increasingly spread throughout the world. This ever widening supply chain has placed increased demands for freight movement across the country. Coincidently, in the United States this has created new opportunities for the railroad industry to compete with the trucking industry for long haul operations. Integral to a significant amount of the projected railroad growth is the strategic expansion of intermodal facilities. In 2006, intermodal business accounted for 6% of railroad freight industry wide by tonnage and also accounted for approximately 15% of revenue, which was roughly $7 billion. It was also reported in 2006 that intermodal freight had overtaken coal as the leading source of revenue for class one railroads (1).

As major railroads seek to expand their share of the growing freight market, there has been an increase nationally in intermodal freight facilities that streamline the movement of goods from rail to heavy trucks. One example is the planned facility in unincorporated Johnson County, Kansas between the cities of Gardner and Edgerton. As shown in figure 1.1, the facility is located in the central part of the United States and is a key city identified by the BNSF railroad in figure 1.2 for intermodal freight movement from the west coast to the central parts of the United States.
Figure 1.1 Location of the Johnson County, Kansas intermodal facility (2)

Figure 1.2 BNSF intermodal network flow density (3)
It is speculated that other such facilities will be developed in the future in other locations across the country as the demand for efficient movement of freight increases. Furthermore, it is important for the Kansas Department of Transportation (KDOT) to understand the full impact on the state highway network of such a facility in order to plan for any infrastructure improvements that would be needed due to future facilities. As such, the planned facility near Edgerton, Kansas presents a unique opportunity to study changes in rail and truck freight traffic over an extended period of time.

In terms of safety, these facilities reduce the number of long haul truck trips at the expense of concentrating trucks in a single area, and increasing rail traffic near at-grade crossings along the tracks. Additionally, concerns have been repeatedly raised regarding the potential impacts of emissions from this concentration of trains and trucks. This research seeks to understand the operational and safety impacts of intermodal facilities on transportation networks shared by the surrounding community.

The intermodal facility, as proposed by the railroad and their developer, has been outlined in a variety of ways. As seen through the eyes of the developer the entire complex and its impetus have been described as follows:

Logistics Park Kansas City ("LPKC") will be a 1,000 acre intermodal-served logistics park situated at the gateway to America's population. Located in Gardner, Kansas—25 miles southwest of Kansas City—LPKC is the latest project to be developed by The Allen Group. In the fall of 2006, BNSF Railway selected The Allen Group, a real estate development company, to develop the project for future distribution and warehouse facilities. With the rapid growth of international trade and continuous west-to-east rail freight transit, LPKC will be a key hub for major distribution to the population centers
throughout the central United States. At full build-out, LPKC will have in excess of 7 million square feet of vertical development, creating over 7,700 direct and indirect new jobs and providing in excess of $1 billion of economic impact to the State of Kansas.

- 1,000 Acre Logistics Park
- 7+ Million SF of Vertical Development
- Build-to-Suit & Speculative Distribution & Warehouse Facilities
- Future Foreign Trade Zone
- Over 7,700 New Jobs
- $1 Billion Economic Impact

- Adjacent to:
  - BNSF Transcontinental Route
  - BNSF Intermodal Facility (Operational By Fall 2010)
  - Interstate 35-The NAFTA Trucking Corridor
  - State Highway 56
  - Proximity to Interstate 70

In 1970, the United States traded a total of $84 billion in goods, this figure passed $84 billion by the second week in January, 2006, and now exceeds over $3 trillion. Today's rapid growth of international trade has quickly changed the way the global supply-chain operates. As Asian imports continue to pour into the United States at record rates, new shipping trends are driving the demand for larger and exceptionally well-located distribution and logistics facilities—known as inland ports. Each year millions of containers are processed at the ports of Los Angeles and Long Beach. Nearly 38% of all goods are double-stacked in containers and hauled via rail along BNSF Railway's premier Southern Transcontinental route leading into America's newest inland port at Logistics Park Kansas City (4).
1.1 Background and History

The location for the intermodal facility was initially chosen in 2005 by the BNSF railroad. The railroad then worked to negotiate various agreements with the adjacent city of Gardner, Kansas for municipal services since the site was in previously unincorporated Johnson County and principally composed of farm fields (see fig. 1.3).

![Figure 1.3 Map of intermodal facility location in reference to the Cities of Gardner and Edgerton, Kansas (9)](image)

This project was recognized by the city of Gardner as a potential focal point for attention, and the city council appointed the *Gardner Intermodal Review Committee* for the following purposes:
Identify the issues that the Gardner City Council will have to consider when reviewing a future proposal for a Logistics Park located west of Waverly and south of 56 Highway. Examine those issues, list the pros and cons, provide ideas to maximize the benefits and minimize the problems. Hold a public forum to receive comments and questions from the public, and use that input for the committee’s research. Present a paper to the city council no later than July 10 addressing potential issues studied. (5)

A variety of potential project stakeholders comprised the Gardner Intermodal Review Committee. Among the thirteen individuals on the committee were representatives of various civic entities ranging from city council members from the cities of Gardner and Edgerton, Kansas, representatives from the Gardner-Edgerton school district (USD231), economic developers and citizens-at-large (6). The committee, acting at the bequest of the Gardner City Council, prepared a report detailing benefits, concerns and recommendations in regards to economic development, transportation, land use, environment, non-utility city services, city electric service, city water service, and city wastewater service. The chair of the committee, council member David Drovetta, opened the report by noting the uniqueness of the committee:

This committee is unprecedented in Gardner. Never before have we expended so much collective time and effort in the review of a proposed development. The review process for this development began publicly and remained open throughout. In fact, the public review of this proposed development began long before the public review of any other development during my tenure on either the planning commission or council. The scope of this proposed development is so large that complete, quick and open access to information was critical. The development was quickly labeled a “Gardner” issue, but we recognized the reach of this was well beyond the boundaries of our community. As the
committee progressed, county, state and national representatives were kept informed about the meetings. (7)

One key action item early on was a ballot initiative by the city council of Gardner, Kansas to either allow or deny the city annexing the intermodal facility site. The city council put the measure before voters on November 7, 2006, and it was decided to allow the city to annex the property by a vote of 3,025 to 1,149 (8).

Concurrent with the civic negotiations was the application for various permits needed to commence construction of the facility. Key among the permits was the Section 404 Water Quality Permit issued by the United States Army Corps of Engineers. The 404 permit was needed due to the desired location of the facility in the Hillsdale Lake watershed. Based on documents submitted to the Corps of Engineers the facility is described as follows:

The applicant [BNSF] is proposing to construct the Gardner Intermodal Facility (Gardner IMF) including associated track improvements near Gardner, Kansas on an approximate 490 acre site.

The proposed Gardner IMF would be composed of lead tracks off the mainline tracks to access the facility, unloading or stripping tracks, rail-mounted electric cranes, rubber-tired gantry cranes, container storage, trailer parking and chassis storage, and support facilities. Support facilities would include the following: an administration and operations center, hostler employee building, gantry crane fueling and maintenance center, hostler maintenance and fueling center, mechanics shop and parts storage, air compressor buildings and air compressors, spill containment areas, oil/water separator, gate building, and truck portals. The proposed Gardner IMF would also include transload capabilities
where rail lines are located adjacent to truck lanes so that trailers or containers can be transferred directly from trucks to trains and from trains to trucks.

The proposed project also includes the relocation of approximately 5.5 miles of eastbound mainline track that would parallel the existing westbound track at a 15 foot track center spacing. A portion of the existing eastbound mainline track would be transformed into the lead tracks for the Gardner IMF.

The proposed project would result in the relocation of approximately 9,509 linear feet of a relatively permanent unnamed tributary to Big Bull Creek (perennial stream). General grading would also impact and fill approximately 6,606 linear feet of non-relatively permanent unnamed tributaries to Big Bull Creek (ephemeral and intermittent streams).

The general grading associated with the Gardner IMF would also impact and fill approximately 4.61 acres of wetlands and approximately 16.65 acres of open water (agricultural ponds). The proposed 5.5 mile track relocation would result in minor impacts associated with track crossings of 13 linear waters of the United States. The track relocation would also impact approximately 0.282 acres of wetlands. (10)

Critically contained in this description is that construction of the facility would result in the relocation of a perennial stream, and that several acres of wetlands would be infilled.

Consequently, herein lies the obligation of the railroad to obtain an United States Army Corps of Engineers permit as per Section 404 of the Clean Water Act (33 United States Code §1344). While the railroad could continue to work ‘behind the scenes’ on the project, only minimal construction was allowed until the permit was granted.

The permitting process for the facility was a multi-year process. The process began in October of 2006; however, the final draft environmental assessment as required for the Section
404 permit was not submitted until July 2009. Included in the final draft of the documentation was a comparison of the Johnson County, Kansas site with an alternative near Wellsville, Kansas in Franklin County. On July 10, 2009 the United States Army Corps of Engineers issued a 21 day public notice inviting comments on the environmental assessment with the comment period closing on July 31, 2009. Due to the number of comments received, the deadline was extended until August 9, 2009. However, the Corps of Engineers did accept several comments after the aforementioned deadline. Upon closure of the comment period a total of 224 unique public comments were received from various public and private entities and individuals. Additionally, another collection of 154 identical public comments were also received for a totaling 379 public comments (11).

A number of local residents opposed the construction of the facility. The opposition was chiefly organized into two groups, the Johnson County Intermodal Coalition and the Hillsdale Environmental Loss Prevention (HELP). Both groups were actively engaged in opposing the facility at every stage. Among the most notable opposition events staged was the Health and Community Impacts of Intermodal Railyards and Distribution Centers Conference held on August 6, 2009. This conference was sponsored by HELP and featured eight speakers: a professor of public health from the University of Southern California, a professor of environmental and radiological health sciences at Colorado State University, several members of other likeminded environmental groups and two legal professionals. Near the conclusion of the conference and at the urging of the speakers, a sample response to the Army Corps of Engineers’ draft Environmental Assessment was shared with the crowd. This sample response was submitted 154 times to the United States Army Corps of Engineers.
Upon closure of the public comment period and after the review by the United States Army Corps of Engineers, a final decision was reached and a permit issued on December 18, 2009. The determination was as follows:

The Kansas City District Corps of Engineers with cooperation from the United States Environmental Protection Agency, Region 7, has concluded a review of the proposed BNSF Railway Company’s Intermodal Facility in Johnson County, Kansas. The Corps determined that the project is in the public interest, is the least environmentally damaging practicable alternative, and will not significantly impact the human environment. All applicable federal and state regulations and guidelines were followed in determining that the project plus associated mitigation will not have a significant impact on any resource of concern, including local and regional air quality. Therefore, the Corps has issued a Section 404 permit to the BNSF Railway Company to construct the Intermodal Facility in waters of the United States. (12)

In a direct challenge to the permit issued by the United States Army Corps of Engineers, a federal lawsuit was filed on February 2, 2010 in the United States District Court, District of Kansas. The plaintiff in the case was the Natural Resources Defense Council Incorporated. They alleged that the Corps of Engineers failed to fulfill their statutory requirements as a regulatory agency in assessing the impacts and issuing the permit. Furthermore, the lawsuits also alleged that an Environmental Impact Statement should have been required of the railroad, rather than the Environmental Assessment as per the National Environmental Policy Act of 1969. The lawsuit names both the chief of engineers and commanding general of the corps, and the district commander of the corps (both acting in their official capacity) as the two defendants. (13)
In the months after the public vote to allow annexation the political climate of the City of Gardner changed dramatically. After being allowed to proceed with the annexation of the parcel of land where the intermodal facility was to be located, the city entered into several agreements with the developer, acting on behalf of the railroad. The land annexation process began with the vote of the city council on September 15, 2008 (14). However, this was met with trepidation by the citizens of Gardner and the elected city council was pressured to act, to halt or otherwise impede the pending construction of the facility. The city council then took action to rescind the previously negotiated agreements on June 22, 2009 (15). However, this action was also controversial and spawned the citizens’ group Gardner Recall Committee (GRC). The GRC sought to recall two of the city council members, Mary Peters and John Shepherd who were both embroiled in the de-annexation debate. However, GRC clearly stated on their website that their recall intent was broader.

Q: Is this recall based solely upon Peters' and [council member] Shepherd's intermodal votes?
A: No. While their decisions to rescind our city's agreements with BNSF and de-annex the intermodal land are the most costly acts they've done in office, they're not the only egregious acts against the citizens of Gardner. The intermodal votes are just part of a pattern of blatant disregard for the future of Gardner, in an effort to further their personal agendas. If you'd like to learn more about Peters' and Shepherd's other actions in office, visit our track record page (16).
On March 2, 2010 the recall election was held and both city council members were successfully recalled by the voters. Council member Peters was recalled by a 1,269 to 882 margin and council member Shepherd was recalled by a 1,245 to 904 margin (17).

While the city council of Gardner may have passed on the intermodal project eventually residing inside their city limits, the city of Edgerton welcomed the project. On September 10, 2009 the Edgerton city council voted to annex the tract of land containing the pending intermodal facility. Also contained in the following annexation agreement were other agreements with Johnson County and the Kansas Department of Transportation.

On September 10, 2009 the City of Edgerton, Kansas approved an annexation agreement which includes the provision of various municipal services and funding of required public infrastructure improvements. Johnson County will fund upgrades to 191st Street from Four Corners Road to 188th Street. KDOT will fund a new I-35 interchange nearby to accommodate anticipated growth in overall traffic in the Kansas City area, and is currently in the preliminary design and environmental due diligence process. KDOT has also agreed to provide funding and make improvements to the existing Gardner Road/Interstate 35 intersection, as well as improvements to the 188th Street/Gardner Road intersection to accommodate truck traffic pending construction of the new I-35 interchange. (18)
Chapter 2 Literature Review

In reviewing the body of literature relevant to the Edgerton intermodal facility, it is important to first discuss the information stated by the facility owner in the various documents used throughout the permitting process. Understanding the potential impacts of the facility allows for quantifying how existing trends without the intermodal facility in place will project into the future. Investigating current trends allows for forecasting conditions under a no-build scenario that can be compared with data acquired after the facility is operational or comparison with other similar existing intermodal facility sites. While some factors cannot be held constant by researchers (e.g. the global economic climate and regional demand for goods), this method is useful and allows for generalized comparisons of facilities and potential impacts on the communities adjacent to the proposed Edgerton intermodal facility.

contained in an application for a United States Department of Transportation’s Transportation Investments Generating Economic Recovery (TIGER) grant, the BNSF Railway outlined a comparison of the no-build and build scenarios as shown in table 2.1.
Table 2.1 BNSF no-build and build scenarios (18)

<table>
<thead>
<tr>
<th>No Build Scenario</th>
<th>Build Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continued intermodal capacity constraints by continued use of the Argentine IMF</td>
<td>KCIMF is constructed and intermodal operations transfer to the new facility</td>
</tr>
<tr>
<td>Intermodal volumes in excess of peak historic volume at Argentine would be diverted to long-haul over-the-road trucks</td>
<td>KCIMF would provide additional capacity for intermodal freight transportation, enabling shippers to use rail transportation for long hauls in lieu of truck</td>
</tr>
<tr>
<td>Higher transportation costs (all-truck is more expensive than intermodal)</td>
<td>Lower transportation costs (intermodal is less expensive than all-truck)</td>
</tr>
<tr>
<td>Higher highway maintenance costs (more truck-miles on highways)</td>
<td>Reduced highway maintenance costs (fewer truck-miles on highways)</td>
</tr>
<tr>
<td>Higher highway congestion costs (more truck-miles on highways)</td>
<td>Reduced highway congestion costs (fewer truck-miles on highways)</td>
</tr>
<tr>
<td>Higher safety costs (more truck-miles on highways)</td>
<td>Reduced safety costs (fewer truck-miles on highways)</td>
</tr>
<tr>
<td>More air emissions (more truck-miles on highways)</td>
<td>Reduced air emissions (fewer truck-miles on highways)</td>
</tr>
<tr>
<td>Reduction in inventory costs (shorter transit times by all-truck than intermodal)</td>
<td>Increase in inventory costs (longer transit times by intermodal than truck)</td>
</tr>
<tr>
<td>Higher fuel consumption (less fuel efficiency of truck than rail)</td>
<td>Reduced fuel consumption (greater fuel efficiency of rail than truck)</td>
</tr>
<tr>
<td>Argentine IMF would experience continued congestion and delay to truck, train, and vehicular traffic</td>
<td>Elimination of continued congestion and delay to truck, train, and vehicular traffic</td>
</tr>
<tr>
<td>Continued lack of storage space for containers and semi-trailers at the Argentine IMF would cause some containers and semi-trailers to be trucked to and from remote storage lots</td>
<td>Elimination of lack of storage space for containers and semi-trailers at the Argentine facility that causes some containers and semi-trailers to be trucked to remote storage lots</td>
</tr>
</tbody>
</table>

Recognizing that traffic changes have a tangible impact around the proposed facility, the railroad hired a consulting firm to prepare a traffic impact study for the project. Contained in the study were projections about the facilities operational characteristics, most notably trip generation as shown in table 2.2.
Table 2.2 Trip generation projections (19)

<table>
<thead>
<tr>
<th>On-Site Trip Generation</th>
<th>Size</th>
<th>Units</th>
<th>Count</th>
<th>Daily Trips</th>
<th>PM Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
</tr>
<tr>
<td>Opening Year (2009)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermodal Trucks</td>
<td>0.5 Million Annual Lifts</td>
<td>1</td>
<td>1,822</td>
<td>72</td>
<td>56</td>
</tr>
<tr>
<td>Intermodal Employees</td>
<td>143 Employees</td>
<td>1</td>
<td>286</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rail Served Warehouses</td>
<td>350 Thousand ft²</td>
<td>1</td>
<td>1,638</td>
<td>37</td>
<td>139</td>
</tr>
<tr>
<td>Non-Rail Served Warehouses</td>
<td>500 Thousand ft²</td>
<td>1</td>
<td>2,190</td>
<td>49</td>
<td>184</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,936</td>
</tr>
<tr>
<td><strong>Year 2025</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermodal Trucks</td>
<td>1.1 Million Annual Lifts</td>
<td>1</td>
<td>4,003</td>
<td>157</td>
<td>123</td>
</tr>
<tr>
<td>Intermodal Employees</td>
<td>288 Employees</td>
<td>1</td>
<td>576</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rail Served Warehouses</td>
<td>350 Thousand ft²</td>
<td>6</td>
<td>9,828</td>
<td>221</td>
<td>832</td>
</tr>
<tr>
<td>Smaller Rail Served Warehouses</td>
<td>350 Thousand ft²</td>
<td>1</td>
<td>1,086</td>
<td>24</td>
<td>89</td>
</tr>
<tr>
<td>Rail Served Warehouses</td>
<td>200 Thousand ft²</td>
<td>1</td>
<td>1,638</td>
<td>37</td>
<td>139</td>
</tr>
<tr>
<td>Non-Rail Served Warehouses</td>
<td>350 Thousand ft²</td>
<td>4</td>
<td>8,760</td>
<td>195</td>
<td>736</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25,891</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Off-Site Associated Uses</th>
<th>Size</th>
<th>Units</th>
<th>Count</th>
<th>Daily Trips</th>
<th>PM Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
</tr>
<tr>
<td><strong>Year 2025</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Served Warehouses</td>
<td>350 Thousand ft²</td>
<td>3</td>
<td>4,914</td>
<td>111</td>
<td>416</td>
</tr>
<tr>
<td>Rail Served Warehouses</td>
<td>350 Thousand ft²</td>
<td>3</td>
<td>4,914</td>
<td>111</td>
<td>416</td>
</tr>
<tr>
<td>Non-Rail Served Warehouses</td>
<td>500 Thousand ft²</td>
<td>11</td>
<td>24,090</td>
<td>573</td>
<td>2,022</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>33,918</td>
</tr>
</tbody>
</table>

As shown in table 2.2, it was expected that a significant increase in daily on-site trips would be generated by the facility and supporting businesses/warehouses. Coupled with the changes in surface traffic, changes in rail traffic were also anticipated. The most visible change would be train lengths extended up to 8,000 feet. This elongation of trains, combined with trains queuing for access into the intermodal terminal has prompted plans to close access to several local roads. The two principal road closures would be at 191st Street between US 56 and Four Corners Road, and at Four Corners Road between 191st Street and US 56. A third road closure at 183rd Street
between Waverly and US 56 was also proposed (20). A map of the closures around the proposed intermodal facility is shown in figure 2.1.

![Map of closures around the proposed intermodal facility](image)

**Figure 2.1** Facility overview (20)

Recognizing that the traffic generated by the facility would influence other roadway infrastructure improvements, the railroad lists several traffic mitigation measures to be implemented along with the construction of the facility—referred to as “Off-site improvements” which includes the following (20):
• Improvement of 191st Street between Four Corners Road and 188th Street. Prior to opening day of the IMF, 191st Street east of Four Corners Road would be reconstructed and widened to a three-lane roadway with shoulders to handle truck traffic for the IMF. The applicant proposed 191st Street have two-lanes; however, Johnson County requested that it be constructed as a three-lane roadway. At the same time 191st Street would be realigned to join 188th Street west of Gardner Road at a signal-controlled intersection at 188th Street and Gardner Road.

• Improvement of Waverly Road from US 56 to 191st Street. Waverly Road would be reconstructed and widened to a two-lane roadway with shoulders to handle truck traffic related to the Proposed Action and the Logistics Park. Additionally, reconstruction of the US 56 and Waverly Road intersection was planned and would include realignment to eliminate the skew angle and improve sight lines. Although timing had not been determined, reconstruction of the interchange would occur when the Waverly Road grade separation over the north mainline and relocated south mainline would be constructed.

• Improvement of Waverly Road at the eastern lead tracks and modification of the Waverly Road and 183rd Street intersection. A two-lane grade separation on Waverly Road over the eastern lead tracks was planned to be constructed when Logistics Park related traffic warrants such expansion. Modification of the Waverly Road and 183rd Street intersection would become a three-way intersection by closing 183rd west of Waverly Road. Final timing of construction was not determined.

• Modification of the spans of Center Street Bridge would be required to allow construction of a second 8,000 foot-long lead track. This was anticipated to be a
modification of the existing bridge only to provide horizontal clearance for the second lead track. Timing of construction was not determined.

In the same report as the aforementioned information, it is also noted that the logistics park is separate from the railroad owned intermodal terminal. As a separate entity, the intermodal terminal is said to be able to function as a stand-alone operation and its feasibility is independent from that of the warehousing conjectured for the logistics park. This independence is reinforced in the description of the criteria for alternate sites where it is stated that a replacement for the Argentine, Kansas intermodal facility needs to be within 30 miles for maintaining service to existing intermodal customers (20).

Extending beyond the Kansas City metropolitan area, the actual footprint of the facility would be much larger. On page nine of the Environmental Assessment the railroad states: “To provide the Kansas City region and much of the Midwest with intermodal service, the applicant currently conducts intermodal operations at the Argentine IMF located in Argentine Yard” (20). Further clarification of this was asserted in a comment received by the United States Army Corps of Engineers in response to the Draft Environmental Assessment being released. The commenter claimed that Skip Kalb (BNSF’s Director of Strategic Development), stated in a September 27, 2007 Johnson County Board of County Commissioners meeting that “trucking radius would be up to 500 miles” (11). The territory of this truckshed is shown in figure 2.2 which includes states as far away as Colorado, Kentucky, Louisiana, and Minnesota.
In addition to the traffic generated by the proposed facility, the Environmental Assessment for the facility also investigated changes in air quality. Chemicals typically evaluated in the air include: carbon monoxide, particulate matter, lead, sulfur dioxide, nitrogen dioxide, and ozone for which the Kansas City metropolitan area has been classified as a maintenance area by the United States Environmental Protection Agency. The document noted that within the project area, the addition of the facility would meet the National Ambient Air Quality Standards and chemicals present in the air were projected to either decrease or remain constant as shown in figure 2.3.
As shown in figure 2.3, the assessment predicted that the maximum estimated concentrations of the regulated pollutants were expected to remain below national regulatory standards including several that were expected to decline after the facility opened due to legislated phased federal rule changes for such emissions. More specifically, the maximum modeled pollution due to particulate matter did not exceed EPA reference concentrations (20).

Cancer risks from the facility were another concern related to air quality. The Environmental Assessment document predicted that the cancer rate at the facility fence line would be 330,000 per million (20). This value compared to the rest of Johnson County cancer rate was almost 85 times higher, and compared to statewide figures, 70 times higher. Shown in
Table 2.3 are the percentages of the population developing cancer in counties within and surrounding the Kansas City metropolitan area.

Table 2.3 Cancer rates for selected counties in Kansas (21)

<table>
<thead>
<tr>
<th>Year</th>
<th>Johnson County</th>
<th>Wyandotte County</th>
<th>Miami County</th>
<th>Statewide</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997</td>
<td>0.379%</td>
<td>0.442%</td>
<td>0.369%</td>
<td>0.462%</td>
</tr>
<tr>
<td>1998</td>
<td>0.395%</td>
<td>0.487%</td>
<td>0.431%</td>
<td>0.463%</td>
</tr>
<tr>
<td>1999</td>
<td>0.393%</td>
<td>0.484%</td>
<td>0.395%</td>
<td>0.470%</td>
</tr>
<tr>
<td>2000</td>
<td>0.387%</td>
<td>0.459%</td>
<td>0.393%</td>
<td>0.468%</td>
</tr>
<tr>
<td>2001</td>
<td>0.404%</td>
<td>0.435%</td>
<td>0.463%</td>
<td>0.464%</td>
</tr>
<tr>
<td>2002</td>
<td>0.376%</td>
<td>0.443%</td>
<td>0.432%</td>
<td>0.467%</td>
</tr>
<tr>
<td>2003</td>
<td>0.372%</td>
<td>0.455%</td>
<td>0.425%</td>
<td>0.476%</td>
</tr>
<tr>
<td>2004</td>
<td>0.397%</td>
<td>0.425%</td>
<td>0.424%</td>
<td>0.479%</td>
</tr>
<tr>
<td>2005</td>
<td>0.393%</td>
<td>0.429%</td>
<td>0.472%</td>
<td>0.475%</td>
</tr>
<tr>
<td>2006</td>
<td>0.403%</td>
<td>0.422%</td>
<td>0.434%</td>
<td>0.477%</td>
</tr>
<tr>
<td>Average</td>
<td>0.390%</td>
<td>0.448%</td>
<td>0.424%</td>
<td>0.470%</td>
</tr>
</tbody>
</table>

Statistical tests were used to compare whether the difference in cancer rates between counties were statistically different at the 95 percent level of confidence. All data averages were found to be statistically different except for those data in Wyandotte and Miami counties. The Johnson County cancer rate where the proposed intermodal facility is to be constructed was found to be statistically less than the statewide average at the 95 percent level of confidence. Similar results were found when average cancer rates of Wyandotte and Miami counties were compared to the statewide Kansas cancer rate.
Chapter 3 Field Data Collection

One of the most significant identified changes to the area around the intermodal facility would be the changes in traffic operations. These changes in traffic patterns are expected to have a wide reaching scope including variances in average daily traffic (ADT) on roads, shifting of peak hours and an increase in the number of heavy vehicles on the roadway network. It is also important to recognize that the potential for these changes are not exclusively due to trucks servicing the intermodal terminal, but also include employee traffic to/from the facility.

Since an increase in traffic has unequal spatial distribution, there is the potential to alter the existing roadway travel time equilibrium. This equilibrium as stated in Wardrop’s first criterion for traffic assignment indicates that the travel time on all routes used between an origin and destination are the same. In other words, if the traffic volume along the shortest route becomes too large and once the travel time incurred along the quickest route is the same as a longer route, the longer route will begin to be used. In the context of collecting traffic data, it is equally important to consider how the intermodal facility will affect the area network performance as a whole.

3.1 Traffic Data

In an effort to quantify existing vehicular traffic, data were collected at eight locations around the city of Gardner (figure 3.1) and in Johnson County, Kansas for a total of nineteen specific traffic counts (table 3.1). These counts were conducted eight times over a twenty-six month period (table 3.2).
Table 3.1 Traffic count study locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Location</th>
<th>Location</th>
<th>Location</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center Street &amp; Park</td>
<td>US 56 at Four Corners Road, North side of Intersection</td>
<td>191st at Waverly, West of Intersection</td>
<td>SB I-35 On Ramp</td>
<td>NB I-35 Off Ramp</td>
</tr>
<tr>
<td>Center Street &amp; Main</td>
<td>US 56 at Four Corners Road, South side of Intersection</td>
<td>191st at Waverly, North of Intersection</td>
<td>Gardner Road North of I-35</td>
<td>Gardner Road South of I-35</td>
</tr>
<tr>
<td>Gardner/Edgerton High School</td>
<td>US 56 at Four Corners Road, West side of Intersection</td>
<td>191st at Waverly, East of Intersection</td>
<td>SB I-35 Off Ramp</td>
<td>Moonlight between Main and Santa Fe</td>
</tr>
<tr>
<td>Four Corners Road, South of 191st Street</td>
<td>US 56 at Four Corners Road, East side of Intersection</td>
<td>191st at Waverly, South of Intersection</td>
<td>NB I-35 On Ramp</td>
<td></td>
</tr>
</tbody>
</table>

23
Figure 3.1 Traffic count locations
Table 3.2 Dates of traffic data collection

<table>
<thead>
<tr>
<th>Data Collection #</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>November 12-19, 2007</td>
</tr>
<tr>
<td>2</td>
<td>May 12-16, 2008</td>
</tr>
<tr>
<td>3</td>
<td>September 1-5, 2008</td>
</tr>
<tr>
<td>4</td>
<td>November 17-21, 2008</td>
</tr>
<tr>
<td>5</td>
<td>March 16-20, 2009</td>
</tr>
<tr>
<td>6</td>
<td>May 31–June 5, 2009</td>
</tr>
<tr>
<td>7</td>
<td>August 31–September 4, 2009</td>
</tr>
<tr>
<td>8</td>
<td>November 18–25, 2009</td>
</tr>
</tbody>
</table>

The data collection locations were selected based on several factors. First was consideration surrounding the intermodal facility, noting that the proposed entrance was on 191st Street and that Four Corners Road between 191st Street and US 56 was scheduled to be closed. Secondly, when considering possible routes for trucks exiting the facility via designated principal routes such as I-35, (also taking into consideration points of interest in the city of Gardner) the locations for this study were chosen with the aid of the Gardner city engineer, Celia Duran and consultation from Johnson County engineer Brian Peitig.

One feature of interest was the interchange of I-35 with Gardner Road (as shown as Center Street on figure 3.1). This interchange would serve as the principle gateway to the Interstate system for the truck traffic. As part of the preparation for the proposed facility, the BNSF Railway and a consultant prepared a Break-in-Access study to evaluate the feasibility of an interchange at Waverly Road and I-35. This Break-in-Access study noted several conclusions including the following (22):

- Existing traffic operations within the Traffic Study Corridor (I-35, its interchanges, and nearby study intersections) were generally acceptable. At two currently unsignalized ramp terminals (I-35 Southbound Ramps/US 56 and I-35 Northbound
Ramps/Gardner Road), certain stop-controlled movements were operating at a poor level of service (LOS) indicating symptoms of potential future capacity needs.

- By the year 2030 the planned and anticipated local land-use growth coupled with regional growth, were forecasted to cause large traffic-volume increases throughout the traffic study corridor. These volumes were anticipated to result in unacceptable operations (LOS E) on the segment of I-35 north of US 56, even with the assumption that I-35 would eventually be widened to six lanes. Additionally, growth was anticipated to result in unacceptable operations at I-35’s interchanges with US 56 and Gardner Road. This resulted in the potential need for substantial improvements at both interchanges. At I-35/Gardner Road, the interchange configuration dictated by the forecasted volumes would be unreasonably out-of-scale for a local service interchange.

   It is important to recognize that regardless of the facility’s construction status, the dynamics of the surrounding communities of Gardner and Edgerton are certain to change over time and the need for collecting existing data to set a control is necessary. In the City of Gardner, two specific control locations were chosen: Park Street near Center Street, and Waverly Road near the Gardner/Edgerton High School. Both sites were chosen as control locations since these locations were not projected to handle any truck traffic directly related to the intermodal facility; and may serve as indicators for overall changes in traffic conditions.

3.2 Crash Data

   The Kansas Department of Transportation (KDOT) provided vehicle crash reports for Johnson County, Kansas from 2007 through 2009 involving heavy vehicles (commercial trucks and busses). A total of 1,712 reports were narrowed down to only include crashes occurring
within a seven mile radius of the intersection of Main and Center Streets in downtown Gardner, Kansas. This seven mile radius includes the entire cities of Gardner and Edgerton as well as all the existing accesses to interstate I-35. As shown by the seven mile radius in figure 3.2, the total number of vehicle crashes was 56 which included 15 in 2007, 24 in 2008 and 17 in 2009.

![Figure 3.2 Map of heavy vehicle crashes 2007-2009](image)

### 3.3 Railroad Data

In addition to surface street traffic, an intermodal facility is designed to service rail traffic. As shown previously in table 2.2, the number of trucks using the facility was expected to
increase after construction of the proposed intermodal facility. Truck traffic was recognized by the research team as a sign that operations will incrementally increase to full capacity and that this growth has potential to coincide with an increase in the number of trains traveling through the proposed BNSF intermodal facility. This increase would undoubtedly lead to additional traffic delays at at-grade crossings both near the intermodal facility and along the rail line extending to the Kansas state border and beyond as shown in figure 3.3. The affected crossings in Kansas have been cataloged in Appendix D Listing of US Rail-Truck Intermodal Facilities.

![Figure 3.3 BNSF intermodal route through Gardner/Edgerton facility (23)](image)

Working in cooperation with the project stakeholders, the research team sought to determine the average hourly number of trains operating along the BNSF owned tracks that traverse the facility area. At the busiest at-grade crossing (Moonlight near Main), a surveillance camera was deployed to record all train movements through the area, the number of train cars
and locomotives in each train, and the average time that the railroad crossing gates were closed. The results of the analysis are provided in Appendix B Railroad Data.

### 3.4 Environmental Data

Recognizing a concern for particulate matter concentrations in the air surrounding the intermodal facility, a data collection plan was established for the two common sizes, namely PM$_{2.5}$ (particulate matter less than 2.5 microns in size) and PM$_{10}$ (particulate matter less than 10 microns in size). Data were collected bi-weekly for one calendar year at three carefully selected sites using a standardized procedure.

Particulate data collection sites were selected working in conjunction with environmental engineering faculty members at the University of Kansas. The first step was to establish the prevailing wind conditions in the study area. After a careful analysis, it was determined that prevailing wind conditions were generated from the south and southwest blowing to the north and northeast (24). Sites located north and northeast of the building location are most apt to show any changes due to the intermodal facility. Given that the corollary effect for changes in particulate matter concentrations described in the literature are overwhelmingly related to public health issues, it was important that data collection sites should be located near population centers. Consideration was also given to locating a data collection site near the proposed fence line of the facility. However, since the existing roads were gravel and produced dust this methodology was ruled out. Finally, it was also important to have a control location where potential changes in background particulate matter concentrations could also be monitored. Illustrated in figure 3.4 are the prevailing wind directions and data collection locations.
As shown in figure 3.4, the three data collection sites selected were: (1) Main at Center Street, (2) Main at Moonlight, and (3) 159th Street between Waverly and Kill Creek. Selection of the first two sites also accounted for potential changes in truck volume to US 59 which travels through downtown Gardener, Kansas. These two sites also capture the approximate population
center of the city of Gardner. The third study site was located approximately three miles north of the proposed intermodal facility and was selected to be used as a control location.

Data were collected using equipment previously owned by the United States Environmental Protection Agency. Specifically, each study location utilized a pair of battery powered mini-volumes. These devices included a filter which was equilibrated and weighed in an environmental chamber using a microbalance. One mini-volume was configured to reject particulate matter greater than 10 microns and the other was configured to reject particulate matter greater than 2.5 microns, capturing both PM$_{2.5}$ and PM$_{10}$. The mini-volume worked by use of a pump to circulate air through the filter and capturing the particulate matter on the filter. Particulate matter with a diameter exceeding the rejection size was mechanically discarded and never came in contact with the filter. Data collection commenced every other week beginning March 23$^{rd}$, 2009 and continued for a full calendar year (21 weeks) as shown in table 3.3.

Table 3.3 Dates of particulate matter data collection

<table>
<thead>
<tr>
<th>Week</th>
<th>Date</th>
<th>Week</th>
<th>Date</th>
<th>Week</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1$^a$</td>
<td>March 26, 2009</td>
<td>8</td>
<td>June 18, 2009</td>
<td>15</td>
<td>December 17, 2009</td>
</tr>
<tr>
<td>2$^a$</td>
<td>April 2, 2009</td>
<td>9</td>
<td>June 25, 2009</td>
<td>16</td>
<td>January 13, 2010</td>
</tr>
<tr>
<td>3$^a$</td>
<td>April 16, 2009</td>
<td>10</td>
<td>July 9, 2009</td>
<td>17</td>
<td>January 27, 2010</td>
</tr>
<tr>
<td>4$^a$</td>
<td>April 30, 2009</td>
<td>11</td>
<td>October 21, 2009</td>
<td>18</td>
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<td>14</td>
<td>December 3, 2009</td>
<td>21</td>
<td>March 24, 2010</td>
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</tbody>
</table>

$^a$Denotes that the data were discarded due to procedural irregularities

Table 3.3 lists the dates for the particulate matter data collection. However, the first four weeks are marked with an asterisk. The data from these weeks were discarded due to an irregularity in assembling the mini-volumes in the field which resulted in invalid data. Also
shown is a significant temporal gap of over three months between weeks ten and eleven. This occurred due to the temperature and pressure controlled room. The mini-volumes were pre-programmed to collect data on the Thursday of each specified week, and were placed at the locations typically on Wednesday and retrieved on Friday. Working with the City of Gardner’s electric utility, the collection devices were mounted to a wooden electric pole at each study site.

The data collection process began and finished in the laboratory. First, new filters for each week were individually placed on a rack to be equilibrated in a temperature and humidity controlled room by a technician. After allowing the filter to equilibrate for 24 hours to the control room conditions, they were individually removed from the rack by a technician and their masses recorded using a precision microbalance. The microbalance precision was one one-thousandth of a milligram (0.001mg). The microbalance was calibrated using a National Institute of Standards and Technology certified mass prior to each session the microbalance was used.

Working inside the temperature and humidity controlled room, the baseline filter mass was recorded in a log book and placed in the detachable collector assembly using tweezers. The detachable assembly was sealed in a plastic bag to keep out other possible sources of particulate matter until it could be attached to the mini-volume at the correct data collection site. At the end of each data collection week, this process was repeated and used filters were then equilibrated again for at least 24 hours. They were then weighed with the final mass value also being recorded in the log book. The mathematical difference between the before and after mass values of the filters represented the mass of particulate matter collected.

In the field, the mini-volumes were assembled and readied for data collection. Each unit was first connected to a rechargeable battery. Once the battery was in place for each unit, an hours-of-service odometer reading was taken from the mini-volume device and recorded in the
log book. During this time, the programming and clock were checked to ensure the device would properly function. This was followed by removing the detachable filter assembly from its sealed plastic bag and fastening it to the mini-volume followed by attaching the entire device to the pole. The time and date of installation for each device was also recorded in the log book. After the data collection period finished (Friday), the mini-volumes were taken down and disassembled. The odometer reading from the mini-volume device, along with the time and date of disassembly, was recorded. Then the filters and filter material were subsequently placed in the laboratory’s humidity and temperature controlled room for the aforementioned procedure to commence. The data collected on the valid dates are presented in Table 3.4
Table 3.4 Twenty-four hour particulate matter sampling data

<table>
<thead>
<tr>
<th></th>
<th>Less than 2.5μ (PM$_{2.5}$)</th>
<th>Less than 10μ (PM$_{10}$)</th>
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<tr>
<td></td>
<td>Main and Moonlight</td>
<td>Main and Center</td>
</tr>
<tr>
<td>Week 5</td>
<td>0.063</td>
<td>0.015</td>
</tr>
<tr>
<td>Week 6</td>
<td>0.062</td>
<td>0.155</td>
</tr>
<tr>
<td>Week 7</td>
<td>0.106</td>
<td>0.033</td>
</tr>
<tr>
<td>Week 8</td>
<td>0.094</td>
<td>0.189</td>
</tr>
<tr>
<td>Week 9</td>
<td>0.076</td>
<td>0.042</td>
</tr>
<tr>
<td>Week 10</td>
<td>0.071</td>
<td>0.104</td>
</tr>
<tr>
<td>Week 11</td>
<td>0.033</td>
<td>0.066</td>
</tr>
<tr>
<td>Week 12</td>
<td>0.039</td>
<td>●</td>
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<tr>
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<td>0.069</td>
<td>0.244</td>
</tr>
<tr>
<td>Week 14</td>
<td>0.017</td>
<td>●</td>
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<tr>
<td>Week 15</td>
<td>0.073</td>
<td>0.296</td>
</tr>
<tr>
<td>Week 16</td>
<td>0.053</td>
<td>0.204</td>
</tr>
<tr>
<td>Week 17</td>
<td>0.000</td>
<td>●</td>
</tr>
<tr>
<td>Week 18</td>
<td>0.062</td>
<td>0.083</td>
</tr>
<tr>
<td>Week 19</td>
<td>0.122</td>
<td>0.059</td>
</tr>
<tr>
<td>Week 20</td>
<td>0.183</td>
<td>0.372</td>
</tr>
<tr>
<td>Week 21</td>
<td>0.177</td>
<td>0.187</td>
</tr>
</tbody>
</table>

● Denotes discarded data

As shown in table 3.4, data has been omitted and represents unidentified technical irregularity such as the mini-volume not sampling for the full 24 hours (as determined based on the differences in the hours of service odometer reading before and after sampling), or the filter becoming possibly cross-contaminated due to improper handling of the detachable filter or assembly as a whole. It was also important to note that since PM$_{2.5}$ and PM$_{10}$ data were collected using separate mini-volumes, the mass of PM$_{2.5}$ collected may not always be less than the mass of PM$_{10}$. The data presented in table 3.4 are shown in figures 3.5 and 3.6 for PM$_{2.5}$ and PM$_{10}$ respectively.
Note: lines are interpolated between missing data points as shown in Table 3.4

**Figure 3.5** Mass of particulate matter < 2.5 (PM2.5)

Note: lines are interpolated between missing data points as shown in Table 3.4

**Figure 3.6** Mass of particulate matter < 10µ (PM10)
Chapter 4 Focus Groups

On May 20, 2010 researchers with the University of Kansas held two community focus groups relating to the proposed intermodal facility. One focus group was held each in the cities of Gardner and Edgerton, Kansas. Participants were recruited by advertisement fliers disseminated in the downtowns of both cities. This allowed the research team to collect opinions from both areas giving a random and unbiased sample. An interactive session with each focus group was conducted, and the goal was to quantify the concerns of ordinary citizens in the geographic area surrounding the proposed intermodal facility. Each session lasted approximately one hour and included three men and seven women. Of the ten participants, nine were Caucasian and one was an African American. Educational background of the entire group consisted of two people with a high school education as the highest attained degree, six people whom had attended a trade school or some college, one person with a college (bachelors) degree and one person with a graduate degree.

The focus groups were structured not to avoid political debate, but rather to draw out citizen thoughts and their current state of knowledge about the project. The almost unanimous consensus was that there had been a lack of publically available information about the project. When asked if information was available on the City of Gardner’s and the United States Army Corps of Engineers’ websites, the participants indicated that finding this information on the internet was too technical in nature to comprehend. It was also noted that there were no present concerns about air quality in the area. However, the concern that was echoed by participants was concern over local job creation given that BNSF will be relocating their existing intermodal operation from Argentine, Kansas to the proposed Edgerton/Gardner facility. Similar participant questions regarding potential jobs included unknown information relative to union and non-
union jobs and their respective benefits. Other specific concerns expressed in the focus groups included:

- Drifters may be attracted to the facility;
- Possible increase in crime;
- Intersection of Center and Main was “At the mercy of progress” (alluding to a perceived correlation between congestion at the intersection and adjacent development)
- Concern about a nearby park that was recently built (Westside Park);
- Safety at at-grade railroad crossings;
- Signal preemption due to railroad traffic that may causes delays to motorists at the Main and Moonlight intersection; and
- Apprehension about too many truck accommodations being built, such as truck stops that welcome trucks rather than encouraging them to leave and continue their journey.

Recognizing that public perception does not always match actual engineering data, several specific questions were asked to further quantify the public’s qualitative opinions about both the present and the future in regards to the proposed intermodal facility. The questions, summary data, and raw individual data are shown in table 4.1.
<table>
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<tr>
<th>Question</th>
<th>Average</th>
<th>Standard Deviation</th>
<th>Subject Number</th>
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<tbody>
<tr>
<td><strong>Table 4.1</strong> Focus group quantitate data</td>
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<td>On a scale of 1 (worst) to 10 (best) how would you rate the current prevailing traffic conditions?</td>
<td>6.20</td>
<td>2.15</td>
<td>9</td>
</tr>
<tr>
<td>On the same scale how do you predict traffic will be once the intermodal facility is in operation?</td>
<td>3.80</td>
<td>2.04</td>
<td>3</td>
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<tr>
<td>How many trains per day do you estimate current pass through Gardner/Edgerton on a typical weekday?</td>
<td>30.90</td>
<td>31.05</td>
<td>75</td>
</tr>
<tr>
<td>How many trains per day do you estimate will pass through Gardner/Edgerton on a typical weekday once the intermodal facility is operational?</td>
<td>95.11</td>
<td>100.31</td>
<td>75</td>
</tr>
<tr>
<td>On a scale of 1 (worst) to 10 (best) how would you rate the current ambient air quality?</td>
<td>8.40</td>
<td>1.65</td>
<td>9</td>
</tr>
<tr>
<td>One the same scale how do you predict the ambient air quality will be once the intermodal facility is in operation?</td>
<td>5.50</td>
<td>2.33</td>
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</table>
The responses shown in table 4.1 were analyzed using a two sample t-test at the 95 percent level of confidence. The subjects predicted in a statistically significant manner, degradation in the traffic and air quality conditions due to proposed intermodal facility. It was also found that compared to documented train counts in Appendix B that the public perception of how many trains per day currently pass through the area are underestimated.

As well as what was stated by the participants, several interesting issues were not addressed by participants. Among these topics included: potential changes in assessed property values, changes in tax revenue, the ability to maintain existing infrastructure, the effects on the Gardner Cemetery, and any effects on the local and regional school systems. One common relationship that these topics have in common is that they are all macroscopic in nature compared to microscopic issues that are more personal.
Chapter 5 Analysis

In evaluating the potential impacts of the proposed intermodal facility, it is important to understand the relationship between the actual railroad intermodal terminal and the needed warehousing. While both types of structures would be constructed by the same developer, the railroad would own the terminal and the developer would own and lease the warehouses independent of the railroad. Clearly there are demands for intermodal freight in the Kansas City market as there are several other similar competing facilities in the metropolitan area (though not every railroad in the metropolitan area serves the same geographic regions of the country). For market reasons, it seemed logical that without the intermodal terminal in southwest Johnson County, an increase in adjacent warehousing would not be in the planning stages. The fact that the railroad included trip generation projections for both the proposed intermodal terminal and warehousing indicates a large scope for this project.

Based on the proposed operational plan, an additional interchange is needed along interstate I-35, and until such time trucks serving the facility would be directed toward the current Gardner Road interchange. This interchange currently serves approximately 8,200 vehicles per day including 350 heavy trucks. The morning peak hour is from 7:00 a.m. to 8:00 a.m. and the evening peak hour is from 5:00 p.m. to 6:00 p.m. In both cases, the majority of this vehicular traffic travels between I-35 and areas north of the interchange. As compared to the projections for the full build out shown in Table 2.2.2, the current volume for the peak hour trip generations is approximately one fourth of the total trips predicted to be generated during the peak hour. However, it is important to understand that most of the predicted vehicle trips generated involve short trips between the proposed terminal and adjacent warehousing. These short trips will include an estimated 280 intermodal truck trips. While many of these short trips
will also likely travel to adjacent warehousing and other distribution centers, they will still
gravitate towards interstate I-35 in addition to other trucks leaving warehouses with
repackaged/manufactured goods from inbound intermodal shipments. Based on the same data, it
is predicted that over 2,500 peak hour trips (representing approximately one-tenth of the total
daily trips) will be generated. If one in four of these trips connect to I-35, it is expected that the
peak hour volumes using the interchange will likely double.

        Truck routes to the facility were discussed in the literature review as primarily being
between the proposed intermodal facility and interstate I-35 (via the Gardner Road interchange
as shown previously in figure 2.1). However, there is nothing to prevent truck traffic from also
using US 56 through downtown Gardner, except for the additional stopped delays that may occur
due to traffic signals and local congestion. It is important to understand that the added time due
to stopped delays for commercial shippers has real cost and lost productivity complications for
the proposed facility. Given the scope of the proposed facility and its expected area of influence,
one possible route not considered in the traffic impact study was for west bound shipments
intended for areas west of the proposed facility (including Topeka, Kansas). These shipments
may also utilize US 56 connecting to north bound US 75 near Scranton, Kansas and then
connecting to Interstate I-70 via I-470. The reasons for this route, as compared with routing via I-
35 north to I-435 north to I-70 west, would be to avoid paying the $15 toll for each trip (25). This
also includes a savings of 25 miles and 20 minutes of travel time (2). Combining the toll costs
plus the time and mileage costs, this creates a compelling business case for trucking companies
to utilize US 56. One property that would be affected by increased truck traffic in terms of safety
of children along US 56 is the Baldwin City Elementary School as shown in figure 5.1.
While the projections for a 20 year build out for full capacity utilization are included, the values should not be considered as final. While traffic impact studies must be prepared in good faith, factors such as changes in market conditions, geopolitical alliances, technology advances, and regulations cannot be fully quantified. For example, in the Environmental Assessment document, a 20 acre parcel of land for future parking was mentioned (pp. 1-7) but not considered in the analysis (20). If this parking facility is built, additional trip generation would need to be added to the existing traffic impact study.
Chapter 6 Findings and Discussion of Future Research

The research team acknowledges that due to the delay in constructing the proposed BNSF intermodal facility, the findings of this study are limited in scope. Based on the information gathered for this study, it is clear that the economy plays a clear and important role in the future of the facility and any potential impacts from it. For example, if a decrease in global trade can delay the construction of the facility; it would be foreseeable that an increase in global trade would have the potential to increase the operational utilization of the facility. With an economic surge it is speculated that both rail and truck modes of transportation in and around the proposed intermodal facility would increase and therefore demand improved infrastructure, air quality considerations, and local congestion. As of July 2012, KDOT has released plans for an I-35 and Homestead Lane interchange as shown in figure 5.2. The plan calls for a diverging diamond interchange and upgraded intersection at 199th Street and Homestead Lane. Additionally, a new roadway alignment north of the intersection is proposed which will connect Homestead Lane to 191st Street with the inclusion of a new bridge.
Figure 5.2 Proposed interchange at I-35 near Gardner / Edgerton, Kansas
6.1 Future research needs

Given that the BNSF intermodal facility remains in its present status as an up and coming project, clear needs for a companion follow-up study to identify the actual traffic and health impacts of the facility as they materialize. A future study after construction on the facility would also capture and verify both the predicted effects as well as any unintended consequences of constructing such a facility in this location. This type of study may benefit other communities interested in pursuing an intermodal facility.
References


11. United States Army Corps of Engineers - Kansas City District. Comments Received in Response to Draft Environmental Assessment.


Appendices
Appendix A1 Traffic Data

The following traffic data is presented in two parts. The first part (Appendix A1) shows traffic data collected using tube counters that were able to determine direction of travel, speed, and axel-based classification. For dates and locations of the traffic counts, please refer to tables 3.1 and 3.2, respectively. The data herein listed has been truncated to include data collected on ‘typical’ traffic days (Tuesday-Thursday) and is reported here as a directional hour-by-hour average. The second part (Appendix A2) shows raw traffic data collected using tube counters that report only passenger car equivalent volume counts. Such counters make no distinction for direction of travel and have no mechanism for internal storage of data; thus, data is only recorded from these counters upon physical inspection. For reference, the time of inspection is also included. Please note that each data collection period resulted in separate data that appears in either Appendices A1 and/or A2. Please note that when comparing data collection periods the same site may alternate between being reported in Appendix A1 or Appendix A2.
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**Note:** The table provides ADT (Adjusted Daylight Time) values for various times and months as listed.
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NOTE: “ERROR” means there was an equipment malfunction in the field.
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<th>Date 3</th>
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<td>5/16/08</td>
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**NOTE:** “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
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<th>Location</th>
<th>Date</th>
<th>Date</th>
<th>Date</th>
<th>Date</th>
<th>Date</th>
<th>Time</th>
<th>Time</th>
<th>Time</th>
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<td>9/2/2008</td>
<td>9/3/2008</td>
<td>9/4/2008</td>
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<td>5:30 p.m.</td>
<td>12:23 p.m.</td>
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<td>9/2/2008</td>
<td>9/3/2008</td>
<td>9/4/2008</td>
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NOTE: “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
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NOTE: “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
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NOTE: “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
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NOTE: “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
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NOTE: “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
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<td>11/18/2009</td>
<td>5:27 p.m.</td>
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<td>3:41 p.m.</td>
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<td>Moonlight between Main and Santa Fe</td>
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NOTE: “ERROR” means there was an equipment malfunction in the field; “OK” means that a directional tube counter was field checked and found to be functioning correctly at the reported date and time.
Appendix B Railroad Data

The railroad data herein presented is a summary of railroad activity at the double tracked crossing south of the intersection of Main (US 56) and Moonlight Streets in Gardner, Kansas. Unlike the traffic data in Appendices A1 and A2, this data is an hour-by-hour average of all weekday traffic (Monday-Friday) that was observed.
### Table B.1 May 2008 Railroad Data

<table>
<thead>
<tr>
<th>Time</th>
<th>Trains Observed</th>
<th>Hours Observed</th>
<th>Avg. Trains per Hour</th>
<th>Avg. Cars per Train</th>
<th>Avg. Locomotives per Train</th>
<th>Avg. Crossing Gate Closure Time (min.)</th>
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