

APPENDIX I

CULTURAL RESOURCES

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APPENDIX I CULTURAL RESOURCES

Appendix I provides additional information on the Flatrock River Bridge. In addition, correspondence with the Indiana Department of Natural Resources (DNR), Division of Historic Preservation & Archaeology (DHPA) (that is, Indiana State Historic Preservation Office [SHPO]), the Kentucky Heritage Council (that is, Kentucky SHPO), and Native American tribes is provided in Attachments I-1, I-2, and I-3, respectively. Correspondence regarding the Flatrock River Bridge is provided in Attachment I-4.

As the Surface Transportation Board's Office of Environmental Analysis (OEA) noted in its July 25, 2014, letter to the Advisory Council on Historic Preservation (ACHP) (see Attachment I-4), the Flatrock River Bridge is located approximately 1.6 miles northwest of Columbus, Indiana. The bridge consists of two pin-connected Pratt through truss spans at 144 feet, 8 inches each and seven riveted, deck-plate girder spans at 30 feet each on the south approach. The bridge consists of open deck, timber-tie construction supporting one main line track, and a single timber and steel-grate walkway on the west side of the bridge. Most of the existing truss bridge elements are over 100 years old and are suffering from wear, steel fatigue, and corrosion.

The bridge was designed in 1897. The design of the bridge is known as "Pin-Connected Pratt Truss." Pin-connected Pratt through truss bridges were commonly used for railway structures on spans of 125 to 200 feet built between 1890 and 1920. The design style is considered significant from an engineering perspective because of its simplicity and low cost. The original two truss spans and supporting substructure of the Flatrock River Bridge were built in 1899, and numerous repairs to broken and deteriorated parts have been made over the years. Seven riveted, steel deck girder spans and supporting stone substructure were built in 1916 to replace timber approach spans at the south end of the truss spans. Structural steel trusses and girder spans are "medium steel" and all rivets are wrought iron, which was in common use at the turn of the 19th century. The piers and abutments were built of stone masonry on spread footings, excepting the two main span support piers, which are supported on 20-foot-long timber pile foundations. These two main-span piers were encased in concrete around 1970 due to differential settlement and advanced deterioration of the original masonry. In 2012, the upper portal braces were reconfigured, and the upper lateral bracing square rods were replaced with new round rods.

ATTACHMENT I-1

CORRESPONDENCE WITH INDIANA SHPO

July 11, 2011

Dr. James Glass
State of Indiana
Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington Street
Room W274
Indianapolis, IN 46204

Re: Finance Docket No. 35523, CSX Transportation, Inc.-Acquisition-Louisville Indiana Railroad Company

Dear Dr. Glass:

CSX Transportation, Inc. ("CSXT") expects to be filing on or about September 1, 2011 with the Surface Transportation Board (the "STB") an application pursuant to 49 U.S.C. §11323 and 49 CFR Part 1180 to acquire a perpetual non-exclusive overhead freight operating easement for joint use over 106.5 miles of the Louisville & Indiana Railroad Company ("LIRC") between Indianapolis, IN, milepost 4.0, and Louisville, KY, milepost 110.5 (the "Line").

The proposed project includes rehabilitation of the Line to FRA Class IV, which will allow freight trains to operate at up to 49 miles per hour and the movement of 286,000 lbs. (286K) carloads including double stack intermodal trains. The rehabilitation is planned to occur over a period of time that may be up to seven years. All of the rehabilitation will be limited to work upon and within existing railroad right of way.

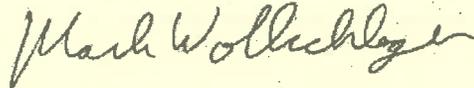
Once the rehabilitation is completed, CSXT intends to reroute trains from its other lines in the Illinois, Indiana, Ohio, Tennessee, and Kentucky region over the Line. The reroute of trains will reduce the use of certain parts of CSXT's current network, specifically that between Louisville, KY and Cincinnati, OH, and create additional capacity on that route. CSXT plans to add up to 15 trains per day between Indianapolis and Seymour, IN; 13 trains per day between Seymour and Jeff Yard, IN; and 16 trains per day between Jeff Yard, IN and Louisville, KY.

As part of the application process CSXT will submit a Preliminary Draft Environmental Assessment (the "PDEA") to the Board's Office of Environmental Analysis ("OEA"). The PDEA will discuss land use, hazardous material, hazardous waste sites, socioeconomics, geology & soils, water resources, biological resources, cultural resources, environmental justice, transportation (including the local road network and grade crossing delay & safety), air quality & climate, noise & vibration, energy resources, and proposed mitigation. Attached is a map of the proposed transaction.

CSXT is soliciting your input to assist us with the identification of possible economic, social, or environmental effects that should be considered in preparation of the PDEA. It is anticipated that the STB's OEA will use this information in preparing an Environmental Assessment ("EA") for the proposed transaction. The EA will be prepared pursuant to the National Environmental Policy Act and related environmental laws, including the National Historic Preservation Act. On behalf of CSXT, we request your input by August 1, 2011. Replies should be addressed to:

Mr. Mark Wollschlager
HDR Engineering, Inc.
701 Xenia Avenue South
Suite 600
Minneapolis, MN 55416-3636
or by email to:
csxtlirc@hdrinc.com

Sincerely,

A handwritten signature in cursive script that reads "Mark Wollschlager".

Mark Wollschlager
Project Manager

Attachment

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



August 9, 2011

Redd 8/15/11
E1-20482

Mark Wollschlager
HDR Engineering, Inc.
701 Xenia Avenue South, Suite 600
Minneapolis, Minnesota 55416-3636

Federal Agency: Surface Transportation Board

Re: Project information regarding CSX Transportation, Inc.'s acquisition of over 106.5 miles of the Louisville Indiana Railroad Company between Indianapolis, IN, milepost 4.0, and Louisville, KY, milepost 110.5 (DHPA #11979)

Dear Mr. Wollschlager:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated July 11, 2011 and received on July 13, 2011, for the above indicated project from Indianapolis to Jeffersonville, Indiana.

Thank you for notifying the Indiana SHPO of the proposed undertaking. It is our understanding that an environmental assessment and historic properties report are currently being prepared and will be provided to the Indiana SHPO for review and comment. In preparation of the report, we would recommend that the Indiana Survey of Historic Sites and Structures be referenced by viewing the applicable county interim reports and our online database. Published county interim reports may be viewed at our office; local, university, or state library; or may be available for purchase through Indiana Landmarks at (317) 639-4534. The State Historic Architectural and Archaeological Research Database (SHAARD) may be accessed at www.in.gov/dnr/historic/4505.htm. In addition, we recommend that you review the list of properties included in the Indiana Register of Historic Sites and Structures (www.in.gov/dnr/historic/2823.htm). Indiana properties included in the National Register of Historic Places may be accessed through the DHPA website, or by visiting the National Park Service database at www.nps.gov/history/nr/.

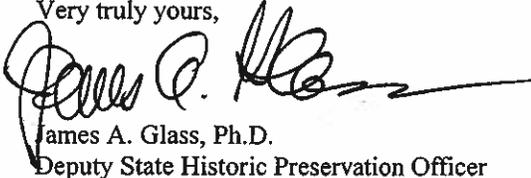
In terms of archaeology, multiple archaeological sites and cemeteries have been recorded adjacent to the existing railroad, including but not limited to sites 12Ma310, 12Jo200, 12Jo201, 12Jo227, 12B362, 12S23, 12S59, 12Cl333, Jonesville Cemetery, Old Franklin Cemetery, Riverview Cemetery, Seymour City Cemetery, Pigeon Roost Memorial Cemetery, and a cemetery in Scottsburg.

While it is our understanding that the current project is limited to acquisition of an existing railroad and will not involve any construction, please be advised that if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

We look forward to receiving a copy of the draft environmental assessment, including information on cultural resources within the area of potential effects for our review and comment. Once this information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Cathy Draeger-Williams at (317) 234-3791 or cdraeger-williams@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #11979.

Very truly yours,

A handwritten signature in black ink, appearing to read "James A. Glass". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CDW:CWS:cws

cc: David C. Navecky, Surface Transportation Board

DNR Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhp@dnr.in.gov



November 19, 2013

EI-20484

Britta A. Rees
Butler, Fairman and Seufert, Inc.
8450 Westfield Boulevard, Suite 300
Indianapolis, Indiana 46240

Federal Agency: Surface Transportation Board

Re: Historic documentation for Bridge MP 40.19 regarding CSX Transportation, Inc.'s acquisition of an operating easement to allow joint use for CSXT trains to operate over 106.5 miles of the Louisville and Indiana Railroad Company (L&I) rail lines between Indianapolis, IN, MP 4.0, and Louisville, KY, MP 110.5 (STB Docket No. FD 35523; DHPA #11979)

Dear Ms. Rees:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated November 13, 2013 and received by our office on November 14, 2013 for the above indicated project from Indianapolis to the state line in multiple counties of Indiana.

Thank you for providing the Indiana SHPO with copies of historic documentation for the bridge at MP 40.19, which carries the Louisville & Indiana Railroad over the Flatrock Creek near Columbus, Indiana, as suggested in our October 3, 2013 letter to David Navecky and Melanie Yasbin. We have reviewed the material and believe that it is consistent with the DHPA Minimum Architectural Documentation Standards.

In terms of archaeological resources, multiple archaeological sites and cemeteries have been recorded adjacent to the existing railroad, including but not limited to sites 12Ma310, 12Jo200, 12Jo201, 12Jo227, 12B362, 12S23, 12S59, 12Cl333, Jonesville Cemetery, Old Franklin Cemetery, Riverview Cemetery, Seymour City Cemetery, Pigeon Roost Memorial Cemetery, and a cemetery in Scottsburg. It is our understanding that proposed ground disturbance will be limited to areas within the disturbed ROW and, therefore, no archaeological investigations appear necessary for this project. If any impacts are to occur within 100 feet of a cemetery, a development plan will need to be submitted to and approved by this office.

If any archaeological artifacts or human remains are uncovered during earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

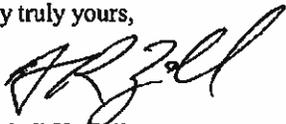
In regard to buildings and structures, we previously noted that the bridge at MP 40.19 retains sufficient integrity to be considered eligible for inclusion in the National Register of Historic Places. Since rehabilitation of the existing structure does not appear to be feasible, based on engineer Garry Shook's evaluation, we agreed with CSXT's recommendation that the bridge be documented prior to its removal, as mitigation for the loss of this historic resource.

At this time, the Indiana SHPO has not received notice of the Surface Transportation Board's finding of effect for the removal of the bridge at MP 40.19. Assuming the Surface Transportation Board believes that a finding of adverse effect is appropriate for this undertaking, it will be necessary for the Surface Transportation Board to notify the Advisory Council on Historic Preservation of their finding by providing documentation in 36 C.F.R. § 800.11(e) and proceed to consult with the Indiana SHPO and all consulting parties to develop and evaluate alternatives or modifications to the project that could avoid, minimize, or mitigate effects on historic properties as stated in 36 C.F.R. § 800.6(a)(1).

Once an opportunity has been had to take into account the views on the effects as provided by the Indiana SHPO and other consulting parties, it would be appropriate to prepare a draft memorandum of agreement, and then we will be happy to continue with consultation on this project.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Cathy Draeger-Williams at (317) 234-3791 or cdraeger-williams@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #11979.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ.CWS:ews

emc: David C. Navecky, Surface Transportation Board
Melanie Yasbin, Law Offices of Louis E. Gitomer



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

EO-2246

Office of Environmental Analysis

March 21, 2014

Re: STB Docket No. FD 35523, CSX Transportation, Inc. – Joint Use – Louisville and Indiana Railroad Company, Inc.: Consultation on Scope of Supplemental Environmental Assessment

Dear Interested Party:

The purpose of this letter is to request your input on the scope of a Supplemental EA, described below. We appreciate receiving any scoping comments you may have by **April 22, 2014**.

CSX Transportation, Inc. (CSXT) and Louisville & Indiana Railroad, Inc. (L&I) submitted an application to the Surface Transportation Board (Board) in 2013 seeking approval for joint use by CSXT and L&I of L&I's 106.5-mile rail line between Indianapolis, Indiana and Louisville, Kentucky (see attached figure). The proposed joint use would result in an increase in train traffic on the L&I line and changes in train movements on CSXT's own rail line network. Before deciding on whether to approve this "Proposed Transaction," the Board must consider the potential environmental effects of its decision.

Representing the first step in the environmental review process, the Board's Office of Environmental Analysis (OEA) issued a Draft Environmental Assessment (EA) in August 2013. Some of the comments received on the document raise environmental concerns not assessed in the Draft EA. Consequently, OEA determined that additional environmental analysis is necessary and will prepare a Supplemental EA.

Description of the Proposed Transaction

CSXT and L&I (together known as Applicants) are seeking the Board's permission for CSXT to acquire an operating easement that would allow additional CSXT trains to operate over the L&I rail line, along with L&I trains that are already operating over L&I's rail line. CSXT would pay L&I \$10 million dollars for the operating easement. CSXT would also spend between \$70 and \$90 million to improve L&I's rail line to allow CSXT to move trains that are longer (from current 5,100-foot long trains to proposed 7,500-foot long trains), faster (from the current 15 to 25 miles per hour to proposed 49 miles per hour), and heavier (from current railcars that can carry 263,000 pounds of freight to proposed railcars that can carry 286,000 pounds of freight) than what the L&I rail line can currently accommodate.

Proposed Improvements to the L&I Line. The CSXT-proposed improvements to the L&I rail line include installing heavier-weight and continuously welded rail over the entire 106.5-mile rail line, adding “hot box” detectors (i.e., track-side devices that can detect overheated axel bearings on passing railcars), replacing older cross-ties, adding new ballast, and replacing the Flatrock River Railroad Bridge (an existing bridge with height and weight restrictions), located in Columbus, Indiana. CSXT could also increase the length of rail sidings at Elvin and Brook, Indiana, and build new sidings at Crothersville and Underwood, Indiana to make it easier for trains to pass one another on the L&I rail line. All these changes would allow CSXT to move freight more quickly and more economically than it can today. *The Proposed Transaction would not include any construction on or physical improvements to any of CSXT’s rail lines.*¹

CSXT states that if the Board approves the proposal, it would take approximately seven years for CSXT to complete the planned improvements and it would not materially increase its train traffic on the L&I rail line until it has completed the proposed rail line improvements. Once completed, CSXT would shift some its trains, mostly carrying automobiles and automobile parts, to the L&I rail line.

Proposed Changes in Train Traffic. Today, between two and seven trains (mostly L&I but a few CSXT) operate on L&I’s rail line between Indianapolis and Louisville. The L&I trains serve rail customers along the 106.5-mile rail line and transport a variety of commodities, including cement, chemicals, food products, grain, lumber, manufactured goods, paper, plastics, scrap and steel. The few CSXT trains currently operating over the L&I rail line do not serve shippers located on the L&I rail line; rather, they move over the rail line to other destinations (called “through traffic”).

If the Board should approve the Applicants’ Proposed Transaction, CSXT would shift between 13 and 15 trains per day to the L&I rail line (see attached table). Most of these trains would come from CSXT’s Louisville to Sydney rail line (consisting of all or portions of CSXT’s LCL, Cincinnati Terminal, Toledo subdivisions). The rerouted CSXT trains would also add to existing traffic on CSXT’s rail line between Indianapolis and Sydney (i.e., the Indianapolis Line Subdivision).

Previous Environmental Review

OEA issued a Draft EA on August 30, 2013 for a one month public review and comment period.² The Draft EA examines the potential impacts of the Proposed Transaction and the No-Action Alternative and the need to mitigate potential adverse environmental impacts. As part of

¹ The CSXT trains would mostly be rerouted from its Louisville, Kentucky to Sidney, Ohio rail line. CSXT explains that this rail line is close to operating capacity and that because of its steep grades and tight curves, CSXT must restrict both the length and speeds of its trains. These steep grades and tight curves also make the physical rail line improvements needed to increase train speeds and operating capacity uneconomically.

² Comments are not being requested on the Draft EA. However, if you would like to peruse the contents of the document, it is available on the Board’s website at www.stb.dot.gov. From the home page, click on “Decision” in the Quick Links box; click on the “Search” button; enter “43214” in the “Search ID” box; and finally click on the date of “8/30/2013.”

its environmental evaluation, OEA staff made a site visit of the area on May 27, 2011. OEA staff was accompanied by CSXT and L&I staff, who provided information on the transaction, operations, and adjoining areas. This site visit allowed OEA to inspect the L&I Rail line and adjoining areas first-hand.

The Draft EA examines the following areas: traffic and grade crossing delay, rail safety and operations, emergency response, community resources and land use, socioeconomics, geology and soils, water resources, biological resources, air quality and climate, noise and vibration, energy, cultural resources, and environmental justice. Additionally, the Draft EA focuses on the potential operational impacts of adding 13 to 15 trains per day to the L&I rail line. The Draft EA analyses indicate that, without mitigation, adverse impacts could occur along the L&I rail line in the subject areas of grade crossing delay and emergency response, noise and vibration, water resources, and biological resources. However, Applicants propose voluntary mitigation and OEA recommends additional mitigation measures that are designed to minimize potential adverse impacts from the Proposed Transaction to below significant levels.

Scope of the Supplemental EA

The Supplemental EA will focus on the potential operational impacts of moving an additional 11 trains per day between Indianapolis, Indiana and Sydney, Ohio on CSXT's Indianapolis Line Subdivision. Potential operational impacts of interchanging the rerouted CSXT trains between the L&I rail line and CSXT's LCL and Indianapolis Line subdivisions will also be considered. Key potential operational impact categories to be addressed will include grade-crossing safety and vehicle delay, emergency response, and noise and vibration. However, other areas such as land use, community resources, water resources, biological resources and air quality and environmental justice will be evaluated. Potential construction-related impacts from extending two existing L&I rail sidings and constructing up to two new rail sidings on the L&I rail line will also be addressed. However, as noted previously, the Proposed Transaction would not include any construction or ground-disturbing activities on any of the CSXT rail lines.

We encourage you to send us written comments on the scope of the Supplemental EA. Comments may be submitted by mail or electronically using "E-Filing" button on the Board's website (www.stb.dot.gov). *However, OEA strongly encourages the submittal of comments electronically to ensure receipt by April 22, 2014.*

- **Electronically:** For electronic comments, simply click on E-filing and then "Environmental Comments" from the E-Filing button on the Board's website at www.stb.dot.gov. The next web page will be formatted to allow you to fill in your information and comment directly or you can provide your comments in a file attachment.
- **By Mail:** If you are sending your comment by mail, please be aware that there may be up to a week delay in the delivery of mail to federal agencies. Mail written comments to:

Dave Navecky
Surface Transportation Board

395 E Street, SW
Room 1104
Washington, DC 20423

If you have questions or need clarification or guidance, please call Dave Navecky at 202-245-0294. You may also email Mr. Navecky at david.naveckyd@stb.dot.gov. We appreciate your time and effort in helping us to carefully evaluate the potential environmental effects here and we look forward to receiving your comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

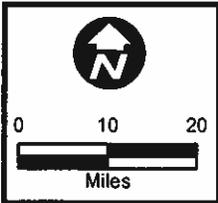
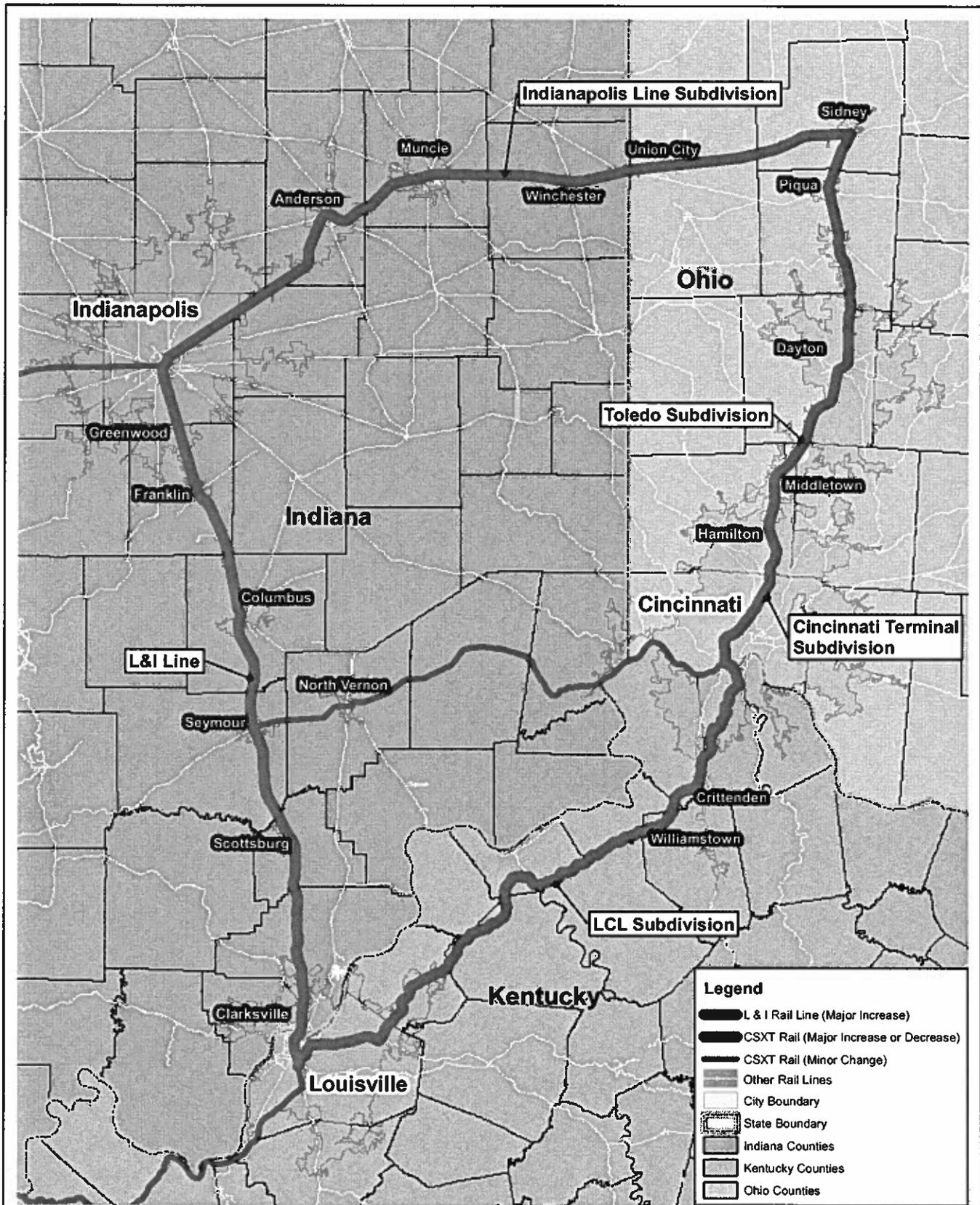
Victoria Rutson
Director
Office of Environmental Analysis

Attachments

**Table 1 - Existing and Future Train Traffic
Under the Proposed Transaction**

<u>Rail Line Segment</u>	<u>Numbers of Trains per Day</u>	
	<u>Current</u>	<u>Proposed</u>
L&I Rail Line		
Indianapolis to Seymour, IN:	2 (2 L&I)	17 (15 CSXT trains added)
Seymour to Louisville, KY	4 to 7 (2 to 5 L&I, 2 CSXT)	17 to 20 (13 CSXT trains added)
CSXT Rail Lines		
Louisville to Cincinnati	17 ^a	8 (9 fewer CSXT trains)
Cincinnati to Sydney	28 – 31 ^a	17 – 20 (11 fewer CSXT trains)
Indianapolis to Sidney	27 ^a	38 (11 CSXT trains added)

^a Estimates provided by CSXT based on third quarter 2013 data.



Rail Lines That Would Experience A Major Increase or Decrease in Rail Traffic Under the Proposed Transaction

CSXT/L&I Joint Use - Supplemental Environmental Assessment

DATE
March 2014

FIGURE
1

Agency	Department	Sal.	First Name	Last Name	Title	Address	City	State	Zip
U.S. Army Corp of Engineers	Louisville District	Colonel	KathA	Jondy	Commander	P.O. Box 99	Louisville	KY	40204-0999
United States Environmental Protection Agency	Region 5 - Office of Enforcement and Compliance Assurance	M.	Alan	Wells	Director	77 W Jackson Boulevard	Chicago	IL	60604
United States Environmental Protection Agency	Region 4 - Office of Environmental Accountability	M.	Kelley	Stubb	Chief, Enforcement and Compliance Planning and Analysis Branch	1500 North Atlanta Federal Center	Atlanta	GA	30303-9960
U.S. Fish & Wildlife Service	Bloomington Field Office	M.	Scott	Phail	Field Supervisor	620 S. Walker Street	Bloomington	IN	47403-2121
U.S. Fish & Wildlife Service	Ecological Services-Kentucky	M.	Lee	Andrews	Field Supervisor	300 W. Broadway	Frankfort	KY	40601
U.S. Fish & Wildlife Service	Ecological Services-Ohio	Dr.	Way	Knapp	Field Supervisor	4625 Morse Road	Columbus	OH	43228-8355
United States Department of Agriculture	Natural Resources Conservation Service - Ohio	M.	Terry	Fobzy	State Conservationist	200 North High Street	Columbus	OH	43215
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	77 Corporate Drive	Langston	KY	40503
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	1200 N. Bealstown Road	Wt. Washington	KY	40047-7669
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	6013 Lakeside Blvd	Indianapolis	IN	46278
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	9608 Highway 62	Chapin-Town	IN	47111-9649
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	55 S. Boatman Road	Scottsburg	IN	47170-4866
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	1300 Woodside Drive	Greenfield	IN	47220
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	1040 2nd Street	Columbus	IN	47381
United States Department of Agriculture	Natural Resources Conservation Service	M.	Kurt	Mason	District Conservationist	3059 N. Marion Street	Franklin	IN	46131-9162
United States National Park Service	Midwest Region	M.	Michael	Myrland	Regional Director	601 Riverfront Drive	Omaha	NE	68102-4226
United States National Park Service	Southwest Region	M.	David	Yelo	Regional Director	100 Alabama Street, SW	Atlanta	GA	30303
Eighth District Coast Guard	Sector Ohio Valley	Captain	Larry	Hewett	Commanding Officer	600 Martin Luther King Place	Louisville	KY	40203-2922
National Oceanic & Atmospheric Administration	National Geospatial Survey, Geospatial Services Division	Asst.	Glenn	Nichell	Director	Room 9902 NC512	Silver Spring	MD	20910
Commonwealth of Kentucky	Kentucky Heritage Council	M.	Craig	Potts	Mgr. Site Protection Program	300 Washington Street	Frankfort	KY	40601
Commonwealth of Kentucky	Transportation Cabinet	M.	Mike	Hill	Division of Multimodal Programs	125 Holmes Street	Frankfort	KY	40622
Commonwealth of Kentucky	Department of Environmental Protection	Asst.	R. Bruce	Jacil	Commissioner	300 Fair Oaks Lane	Frankfort	KY	40601
Commonwealth of Kentucky	Office of Homeland Security	M.	Glenn	Rider	Director	200 Meigs Street	Frankfort	KY	40622
Commonwealth of Kentucky	State Clearinghouse	M.	Michael	Wiley	Reg. Office Manager	700 Capitol Avenue	Frankfort	KY	40601
State of Indiana	Department of Transportation	M.	Venetta	Leade	Senior Reg. Planner	100 N. Senate Avenue	Indianapolis	IN	46204
State of Indiana	Department of Transportation	M.	Jamie	Class	Division Director	100 N. Senate Avenue	Indianapolis	IN	46204
State of Indiana	Department of Natural Resources, Division of Historic Preservation & Archaeology	Dr.	Ashe	Adolph	Division Director	402 W. Washington Street	Indianapolis	IN	46204
State of Indiana	Department of Natural Resources, Division of Water, Coastal Zone Management	M.	Chadler	Harrier	Division Director	402 W. Washington Street	Indianapolis	IN	46204
State of Indiana	Department of Natural Resources, Division of Fish and Wildlife	M.	Thomas	Estelley	Commissioner	Room W273	Indianapolis	IN	46204
State of Indiana	Department of Environmental Management, Office of the Commissioner	M.	Andrew	Harris	Director of Intergovernmental Affairs	State IGCCH 1301	Indianapolis	IN	46204
State of Indiana	Department of Intergovernmental Affairs	M.	Joe	Waincotti	Indiana Dept. of Transportation, Railroad Section	Room 206	Indianapolis	IN	46204
State of Indiana	State Clearinghouse	M.	Joe	Waincotti	Executive Director	100 N. Senate Street	Indianapolis	IN	46204
State of Indiana	Department of Homeland Security	M.	Jeff	Logan	Executive Director	102 W. Washington Street	Indianapolis	IN	46204
State of Ohio	Ohio Historical Society	M.	Blair	Wiley	Executive Director & CEO	600 E. 7th Avenue	Columbus	OH	43211
State of Ohio	Ohio Department of Transportation	M.	Blair	Wiley	Director	1980 West Broad Street	Columbus	OH	43223

Agency	Department	Sal	First Name	Last Name	Title	Address1	Address2	City	State	Zip
State of Ohio	Ohio Real Developmental Commission	M.	Matthew	Dellich	Executive Director	1980 West Blood Street		Columbus	OH	43223
State of Ohio	Ohio Environmental Protection Agency	M.	Craig	Buller	Director	P.O. Box 1049		Columbus	OH	43224-1049
State of Ohio	Ohio Homeland Security	M.	Richard	Baron	Executive Director	1970 West Blood Street		Columbus	OH	43223
State of Ohio	Ohio Emergency Management Agency (Internal - External Affairs)	M.	Tomara	McBride	Branch Chief	1970 West Blood Street		Columbus	OH	43223
State of Ohio	Ohio Department of Natural Resources	M.	Janet	Rehinger	Director	2045 Morse Road		Columbus	OH	43229-6993

Agency	Department	Sal.	First Name	Last Name	Title	Address	City	State	Zip
Regional									
Kentucky-Indiana Regional Planning & Development Agency	Executive Office	Mr.	Jack	Couch	Executive Director	11520 Commonwealth Drive	Louisville	KY	40299
Indiana Metropolitan Planning Organization	Executive Office	Ms.	Lori	Wright	Executive Director	300 W. Washington	Indianapolis	IN	46204
California Area Metropolitan Planning Organization	Executive Office	Mr.	Paul	Anderson	Director	123 Washington Street	Chicago	IL	60607
State of California Partnership Central (Amtrak)	Executive Office	Mr.	Michael W.	Frankle	Assistant Vice President	525 W. Van Buren Street	Chicago	IL	60607
Midwest High-Speed Rail Association	Executive Office	Mr.	Richard	Harris	Executive Director	4765 N. Lincoln Avenue	Chicago	IL	60625
Ohio-Kentucky-Indiana Regional Council of Governments	City Regional Council of Governments					770 E. Pete Rose Way	Cincinnati	OH	45202
County									
City of Indianapolis and Marion County	City-County Council	Mr.	Pyan	Loughan	President	200 E. Washington	Indianapolis	IN	46204
Johnson County	Board of Commissioners					88 W. Court Street	Franklin	IN	46131
Barnabow County	Board of Commissioners					440 3rd Street	Columbus	IN	47201
Jackson County	Board of Commissioners					111 S. Main	Spencertown	IN	47220
Clark County	Board of Commissioners					One E. McClain Avenue	Scottsburg	IN	47170
Madison County	Board of Commissioners					501 E. Court Avenue	Jeffersonville	IN	47130
Delaware County	Commissioner's Office	Mr.	Don	Olvest	County Administrator	16 E. 9th Street	Anderson	IN	46016
Randolph County	County Commissioners					100 W. Main Street	Muncie	IN	47305
Franklin County	County Commissioners	Mr.	Greg	Fischer	Mayor	100 S. Main Street	Winchester	IN	47394
Wayne County	County Commissioners					527 W. Jefferson	Louisville	KY	40202
Clatsop County	County Commissioners					100 West Jefferson Street	LaGrange	KY	40031
Henry County	County Administrative Officers					P.O. Box 202	New Castle	KY	40050
Carroll County	Carroll County Community Development Corporation	Mr.	Robert	Yoder	Executive Director	P.O. Box 334	Carrollton	KY	41008
Gallatin County	Gallatin County Local Government	Mr.	Carolin	Kath	Judge Executive	P.O. Box 14	Warlaw	KY	41095
Green County	Green County Government	Mr.	Carolin	Kath	Judge Executive	100 North Thomas Street	Owerton	KY	40359
Grant County	Grant County Government					101 North Main Street	Williamstown	KY	41097
Boone County	County Commissioners					2954 Washington Street	Burlington	KY	41005
Kenton County	Kenton County Administration					303 Court Street	Covington	KY	41011
Dekle County	County Commissioners					504 South Broadway	Greenville	OH	45331
Smiley County	County Commissioners					127 East Court Street	Schuyler	OH	45385
Harrison County	County Commissioners					138 East Court Street	Cincinnati	OH	45202
Buller County	County Commissioners					315 High Street	Harrison	OH	45011
Warren County	County Commissioners					404 Justice Drive	Lebanon	OH	45036
Montgomery County	County Commissioners					P.O. Box 972	Dalton	OH	45221-1375
Mont County	County Commissioners					200 W. Main Street	Troy	OH	45373
Local									
City of Southport	Mayor's Office	Dr.	Robb	Thomas	Mayor	6901 Delcyphe Road	Southport	IN	46225-5133
City of Greenwood	Mayor's Office	Mr.	Charles	Henderson	Mayor	2 N. Madison	Greenwood	IN	46142
Town of Whiteland	Town Hall	Ms.	Danni	Capozzi	Town Manager	549 Main Street	Whiteland	IN	46184-1552
City of Franklin	Mayor's Office	Mr.	Paul L.	Paris	Mayor	70 E. Monroe	Franklin	IN	46131

Agency	Sal.	First Name	Last Name	Title	Address1	Address2	City	State	Zip
Town of Edinburg	Mr.	Ben	Huffman	Council President	P.O. Box 65		Edinburg	TX	78114-0065
City of Columbus	Mr.	Fred	Aumiliong	Mayor	123 Washington Street		Columbus	IN	47201
City of Seymour	Mr.	Craig	Verdeman	Mayor	301-309 N Chestnut Street		Seymour	IN	47274
City of Jeffersonville	Ms.	Tom	Calligan	Mayor	500 Quartermaster Court		Jeffersonville	IN	47129
City of Anderson	Mr.	Kevin	Smith	Mayor	120 East 8th Street		Anderson	IN	46016
City of Muncie	Mr.	Dennis	Tyler	Mayor	300 N High Street		Muncie	IN	47305
City of Winchester	Mr.	Steven	Croyle	Mayor	113 E. Washington St.		Winchester	IN	47394
Village of Union City	Mr.	Scott	Joshi	Mayor	419 E. Elm Street		Union City	OH	45390
Town of Sellersburg	Mr.	Paul	Woods	President	316 East Ulrica Street		Sellersburg	IN	47172
City of Union City	Mr.	Bryan	Cookin	Mayor	165 N. Columbia St.		Union City	IN	47390
Village of Versailles	Mr.	Jeffrey	Sullivan	Mayor	177 North Center St		Versailles	OH	45380-0288
City of Sidney	Mr.	Mike	Raghost	Mayor	201 W. Peeler St		Sidney	OH	45345
City of Scottsburg	Mr.	William	Orphan	Mayor	2 East McClain Ave.		Scottsburg	IN	47170
City of Cincinnati	Mr.	John	Charley	Mayor	801 Plum Street		Cincinnati	OH	45202
City of Middletown	Mr.	Larry	Rulligan	Mayor	One Durham Plaza		Middletown	OH	45042-1932
City of Dayton	Ms	Rein	Whitely	Mayor	111 West Third Street		Dayton	OH	45402
City of Pease	Mr	Gary	Huff	City Manager	301 West Water Street		Pease	OH	43356
City of North Vernon	Mr	Harold	Combs	Mayor	143 East Walnut Street		North Vernon	IN	47161
City of Williamstown	Mr.				400 North Main Street		Williamstown	NY	41097
Tribes									
Miami Tribe of Oklahoma	Mr.	Thomas	Combs	Chief	P.O. Box 1326		Miami	OK	74355
Oklawa Tribe of Oklahoma	Mr.	John	Ballard	Chief	P.O. Box 110		Miami	OK	74355
Peoria Tribe of Indians of Oklahoma	Mr.	John P	Norman	Chief	P.O. Box 327		Miami	OK	74355
Wichita Tribe	Mr.	Lesford	Boyd	Chief	62700 East Highway 49		Wichita	OK	74370

DNR Indiana Department of Natural Resources

EI-20446

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 - Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



April 23, 2014

Victoria Rutson
Office of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423

Federal Agency: Surface Transportation Board

Re: Request for comments on supplemental environmental assessment regarding CSX Transportation, Inc.'s acquisition of an operating easement to allow joint use for CSXT trains to operate over 106.5 miles of the Louisville and Indiana Railroad Company (L&I) rail lines and proposed improvements to the rail lines between Indianapolis, IN, MP 4.0, and Louisville, KY, MP 110.5 (STB Docket No. FD 35523; DHPA #11979)

Dear Ms. Rutson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated March 21, 2014 and received by our office on March 24, 2014 for the above indicated project from Indianapolis to the state line in multiple counties of Indiana.

Thank you for providing the Indiana SHPO with copies of the draft environmental assessment. We have noted that on pages 39-41 and 50-52 of Appendix C, the siding areas appear outside of the disturbed ROW. It is our understanding that all project activities will remain with the non-historically disturbed ROW of the existing line, otherwise, archaeological investigations maybe necessary. Please refer to our previous comments in the letter dated November 19, 2013.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Cathy Draeger-Williams at (317) 234-3791 or cdraeger-williams@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #11979.

Very truly yours,

Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:CDW:cws

emc: David C. Navecky, Surface Transportation Board
Melanie Yasbin, Law Offices of Louis E. Gitomer

CORRESPONDENCE WITH KENTUCKY SHPO

July 11, 2011

Mr. Craig Potts
Commonwealth of Kentucky
Kentucky Heritage Council
300 Washington Street
Frankfort, KY 40601

Re: Finance Docket No. 35523, CSX Transportation, Inc.-Acquisition-Louisville Indiana Railroad Company

Dear Mr. Potts:

CSX Transportation, Inc. ("CSXT") expects to be filing on or about September 1, 2011 with the Surface Transportation Board (the "STB") an application pursuant to 49 U.S.C. §11323 and 49 CFR Part 1180 to acquire a perpetual non-exclusive overhead freight operating easement for joint use over 106.5 miles of the Louisville & Indiana Railroad Company ("LIRC") between Indianapolis, IN, milepost 4.0, and Louisville, KY, milepost 110.5 (the "Line").

The proposed project includes rehabilitation of the Line to FRA Class IV, which will allow freight trains to operate at up to 49 miles per hour and the movement of 286,000 lbs. (286K) carloads including double stack intermodal trains. The rehabilitation is planned to occur over a period of time that may be up to seven years. All of the rehabilitation will be limited to work upon and within existing railroad right of way.

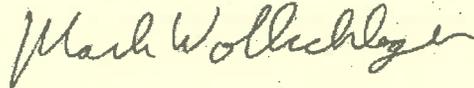
Once the rehabilitation is completed, CSXT intends to reroute trains from its other lines in the Illinois, Indiana, Ohio, Tennessee, and Kentucky region over the Line. The reroute of trains will reduce the use of certain parts of CSXT's current network, specifically that between Louisville, KY and Cincinnati, OH, and create additional capacity on that route. CSXT plans to add up to 15 trains per day between Indianapolis and Seymour, IN; 13 trains per day between Seymour and Jeff Yard, IN; and 16 trains per day between Jeff Yard, IN and Louisville, KY.

As part of the application process CSXT will submit a Preliminary Draft Environmental Assessment (the "PDEA") to the Board's Office of Environmental Analysis ("OEA"). The PDEA will discuss land use, hazardous material, hazardous waste sites, socioeconomic, geology & soils, water resources, biological resources, cultural resources, environmental justice, transportation (including the local road network and grade crossing delay & safety), air quality & climate, noise & vibration, energy resources, and proposed mitigation. Attached is a map of the proposed transaction.

CSXT is soliciting your input to assist us with the identification of possible economic, social, or environmental effects that should be considered in preparation of the PDEA. It is anticipated that the STB's OEA will use this information in preparing an Environmental Assessment ("EA") for the proposed transaction. The EA will be prepared pursuant to the National Environmental Policy Act and related environmental laws, including the National Historic Preservation Act. On behalf of CSXT, we request your input by August 1, 2011. Replies should be addressed to:

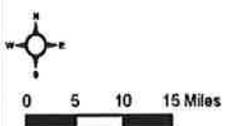
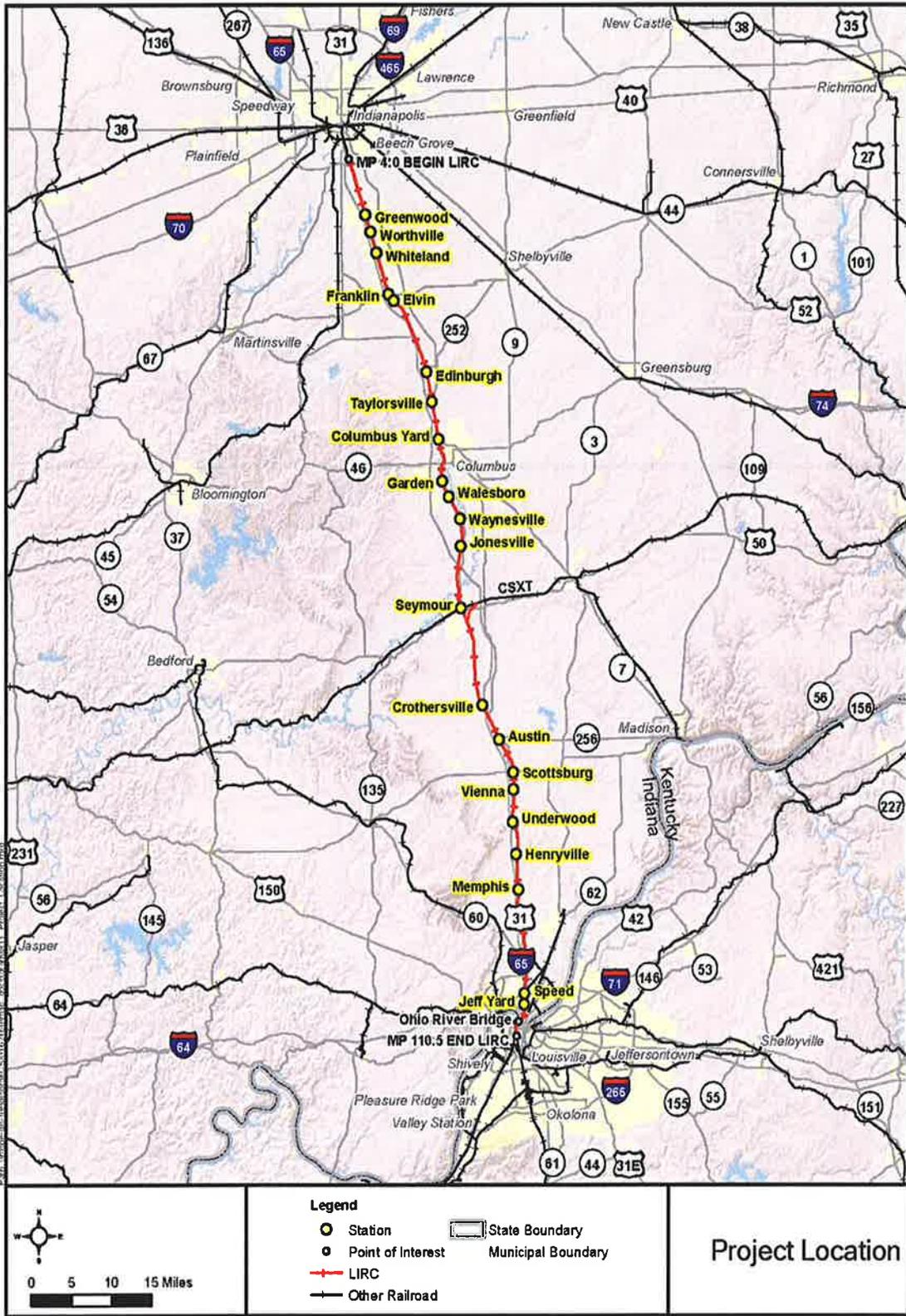
Mr. Mark Wollschlager
HDR Engineering, Inc.
701 Xenia Avenue South
Suite 600
Minneapolis, MN 55416-3636
or by email to:
csxtlirc@hdrinc.com

Sincerely,

A handwritten signature in cursive script that reads "Mark Wollschlager".

Mark Wollschlager
Project Manager

Attachment



- Legend**
- Station
 - Point of Interest
 - LIRC
 - Other Railroad
 - ▭ State Boundary
 - ▭ Municipal Boundary

Project Location



EI - 20486

STEVEN L. BESHEAR
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

MARCHETA SPARROW
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

LINDY CASEBIER
ACTING EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

August 1, 2011

Mr. Mark Wollschlager
HDR Engineering, Inc.
701 Xenia Avenue South
Suite 600
Minneapolis, MN 55416-3636

Re: Finance Docket No. 35523, CSX Transportation, Inc. – Acquisition-Louisville Indiana Railroad Co.

Dear Mr. Wollschlager:

Pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U. S. C. Sec. 470f) and implementing regulations at 36 C. F. R. Part 800, the Kentucky State Historic Preservation Office received for review and comment a letter with a preliminary description of the above-referenced project. The letter and enclosed map indicates that a small portion of the overall project takes place in Kentucky. Additional train traffic (16 trains per day) will be routed between Jeff Yard, Indiana and Louisville, Kentucky after the proposed track rehabilitation takes place. While it appears that the project is only dealing with the rehabilitation of existing track in the existing railroad right-of-way, there is the potential for direct and indirect effects to cultural resources along the path of the rail line. An area of potential effect (APE) will need to be determined with concurrence from our office, and a survey of above-ground resources over fifty years of age will need to be submitted for our review. In addition, any planned ground disturbance may require an archaeological survey. You can find specifications for conducting the fieldwork and generating such reports on our website at <http://heritage.ky.gov/envreview/>. The Indiana State Historic Preservation Office will need to be consulted on the portion of the project that takes place in Indiana. If you should have any questions, please contact Vicki Birenberg of my staff at (502) 564-7005, ext. 127.

Sincerely,

Lindy Casebier
Acting Executive Director and
State Historic Preservation Office

LC:vmb

EO-2286



FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line
David Navecky to: Jill.Howe

08/23/2013 10:53 AM

Good morning, Jill -

I am writing you to re-initiate consultations with your office on a proposed CSX railroad project that requires approval from my agency, the federal Surface Transportation Board (STB) before it can proceed. Because 2011 was the last time your office was contacted about this project, and considering the fact that you were not involved in the consultations at that time, I thought it might be useful for me to first provide some background information by email, rather than giving you an unexpected phone call.

Undertaking/Project Background

CSXT Transportation, Inc. (CSXT) proposes to acquire an operating easement that would enable CSXT to jointly operate trains with the Louisville & Indiana Railroad Company, Inc. (L&I) over L&I's rail line between Indianapolis, IN and Louisville, KY. Before CSXT would begin running trains over the L&I rail line, CSXT would pay for improvements to the rail line that would allow CSXT to move longer, faster and heavier trains than the L&I rail line can currently accommodate.

The L&I rail line enters Kentucky via a railroad bridge across the Ohio River in the vicinity of N. 13th and 15th streets in Louisville. From the river's shoreline, the subject rail line runs south for approximately 1.1 miles before curving to the east near W. Broadway and ending approximately 0.4 miles later where the subject rail line intersects other existing rail lines near S. 11th Street. Therefore, the total length of the rail line in Kentucky is approximately 1.5 miles.

The rail line improvements in Kentucky would consist of replacing the existing jointed rail with a heavier-weighted, continuously welded rail; replacement of deteriorated ties; and resurfacing of the top layer of ballast. There would be no soil or ground disturbance and the replacement activity is expected to occur entirely within the right-of-way and is typically conducted using rail-mounted heavy equipment.

After the rail line improvements are completed, CSXT intends to move an additional 13 trains per day on the Kentucky portion of the rail line, raising the daily total for all trains (CSXT and L&I) to 20 trains per day. Train speeds on the Kentucky portion of the line would increase modestly from current speeds of six to 10 mph to proposed speeds of 20 mph.

Prior Agency Contact

I have attached the two letters which represent the extent of previous consultations. The first letter is the initial consultation letter from CSXT's consultant, HDR, Inc., to your office. The second letter is your office's reply to that consultation letter. Unfortunately, CSXT and its consultant have done no additional work on cultural resources since that time. However, last

month CSXT and L&I filed an application with my agency requesting the STB's approval of the proposed joint use of the L&I rail line. Thus, I am reaching out to your to re-initiate consultations.

I will contact you early next week (the week of August 26) to discuss this project further. Of course, feel free to call me at your convenience if you'd like.

Thanks,

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
Washington, DC
202-245-0294



Initial Consultation Letter to KY SHPO.pdf



Initial Response from KY SHPO.pdf

E0-2287



RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line 
David Navecky to: Keeton, Burcum (Heritage Council)

09/11/2013 10:34 AM

Good morning, Burcum -

As we discussed yesterday, please find attached a PDF document (3 pages) that shows the Kentucky portion (i.e., Louisville) of this project. My suggestion is to use the "Proposed 70 dBA Contour" (orange line) as the limit of the APE. These figures are insufficient in scale to show the total width of the right-of-way of the rail line in Louisville, but it is approximately 75 feet wide in most areas.

My rationale for the 70 dBA contour is that it is one of the thresholds the Surface Transportation Board (STB) uses to identify noise sensitive receptors that might be eligible for mitigation of project-related noise increases. The STB defines noise-sensitive receptors to include residences, schools, libraries, hospitals and nursing homes.

I have also attached the Executive Summary of the Draft EA, which was issued August 30, 2013. It contains some information about the project that you might find useful.

If you could, please acknowledge receipt of this email out of concern that delivery of the email could be blocked because of the size of the file attachments.

Thanks,

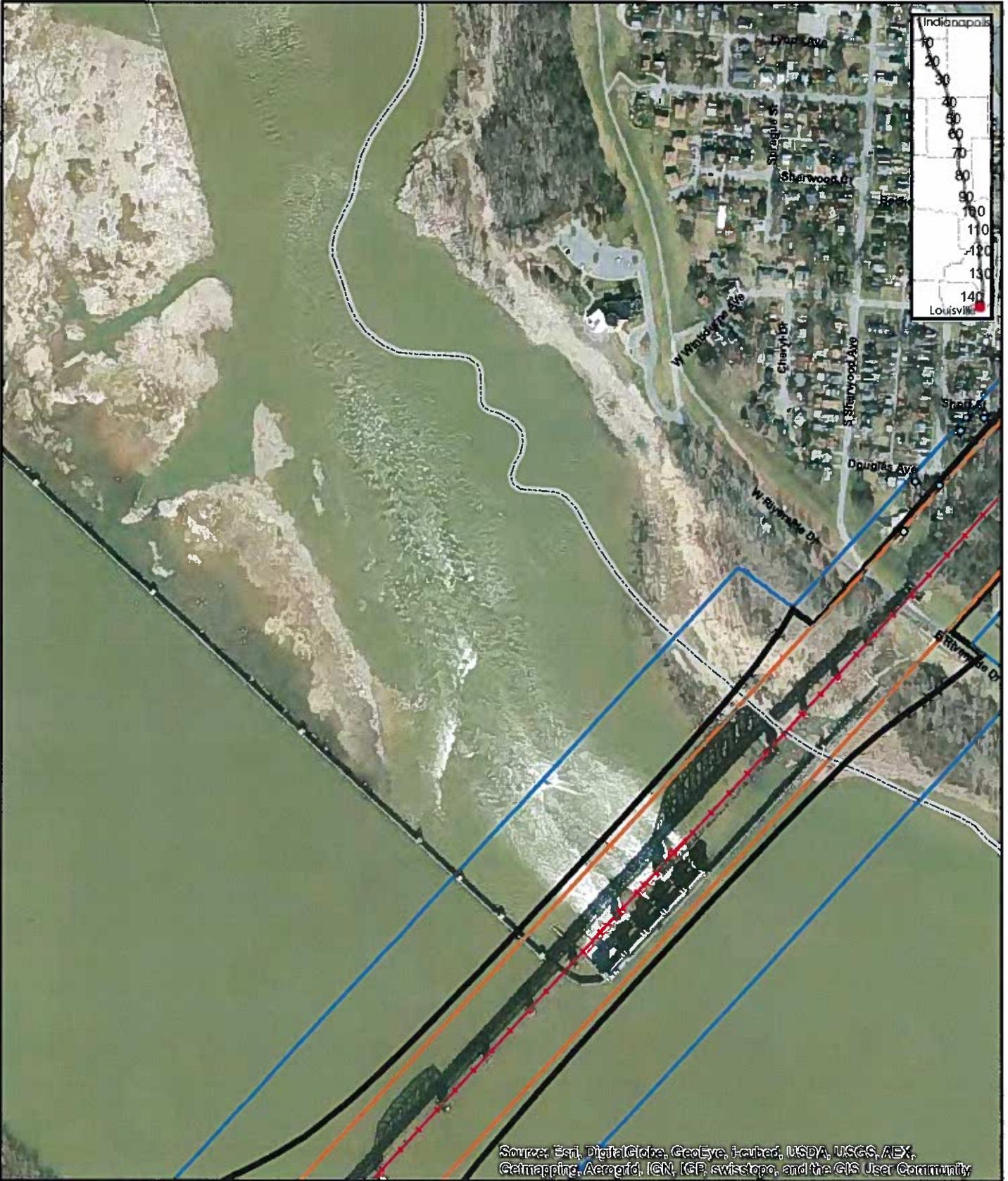
Dave



Draft EA_Appendix G_Louisville Section Only.pdf

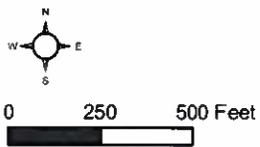


Draft EA_Executive Summary.pdf



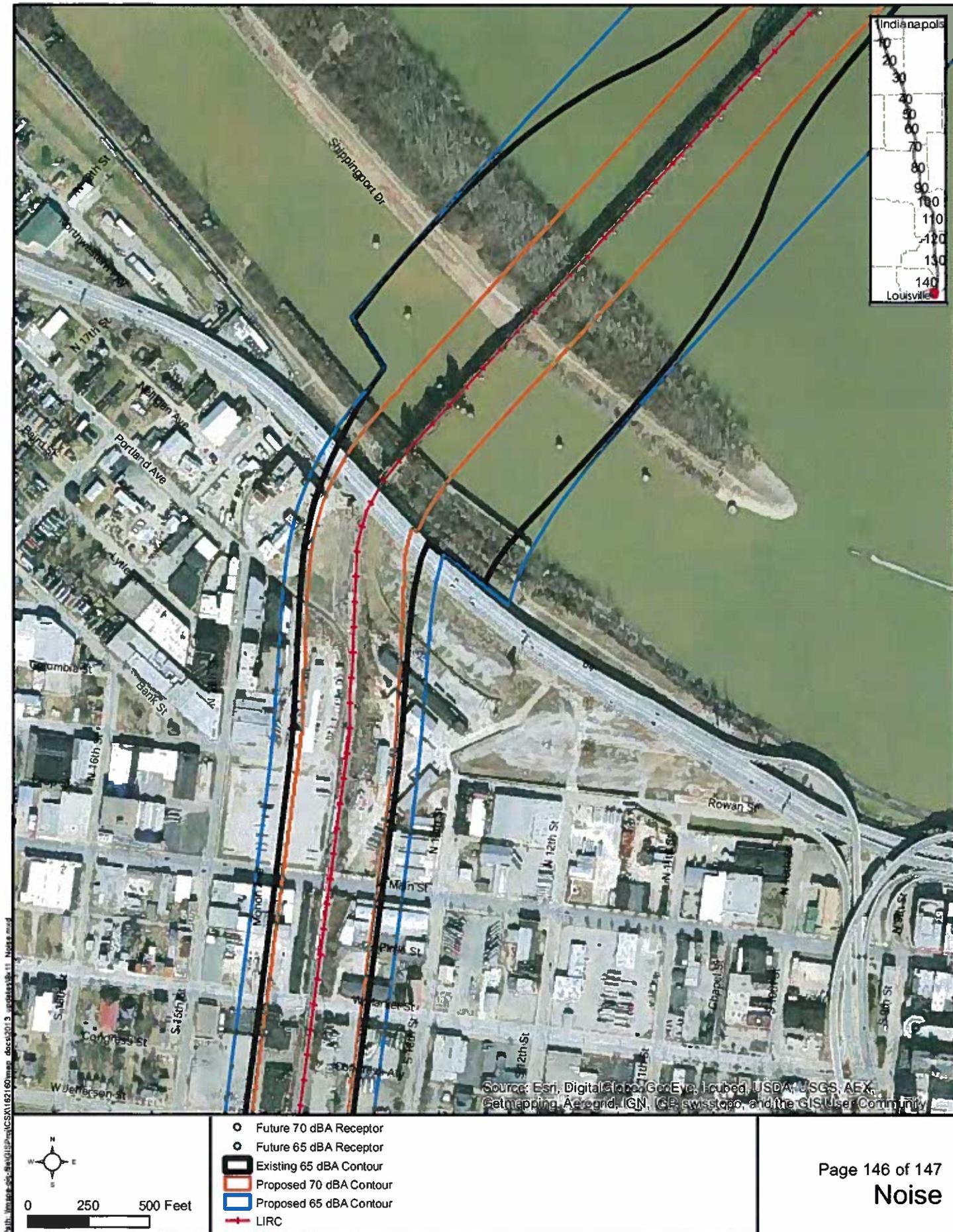
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

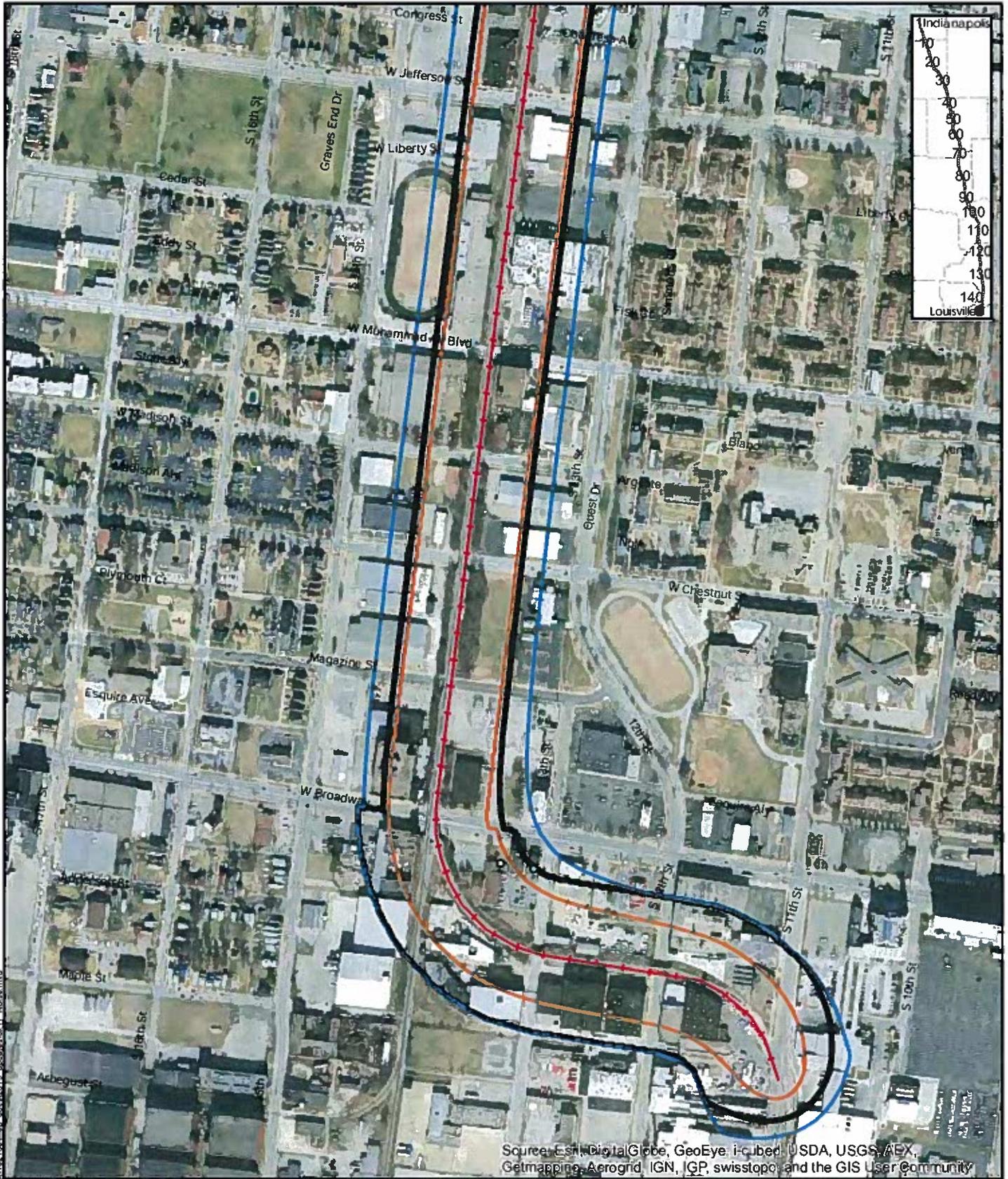
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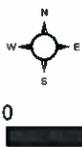
- Future 70 dBA Receptor
- Future 65 dBA Receptor
- ▬ Existing 65 dBA Contour
- ▬ Proposed 70 dBA Contour
- ▬ Proposed 65 dBA Contour
- LIRC

Page 144 of 147
Noise





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



0 250 500 Feet

- Future 70 dBA Receptor
- Future 65 dBA Receptor
- ▭ Existing 65 dBA Contour
- ▭ Proposed 70 dBA Contour
- ▭ Proposed 65 dBA Contour
- +— LIRC

EXECUTIVE SUMMARY

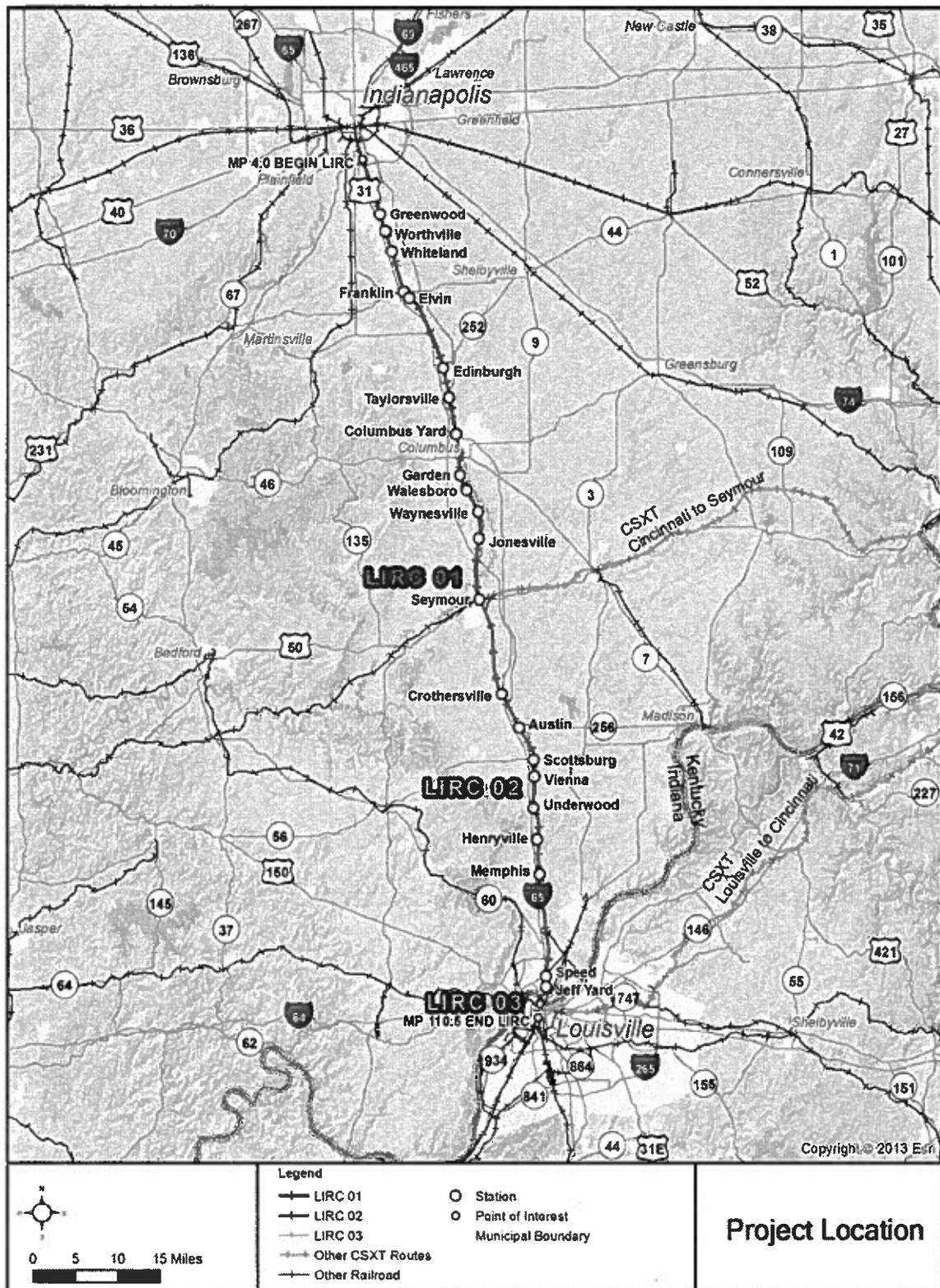
1. Background

On July 2, 2013, CSX Transportation, Inc. (CSXT) and the Louisville & Indiana Railroad Company (L&I) (jointly, Applicants) filed an application with the Surface Transportation Board (Board) pursuant to 49 United States Code (U.S.C.) § 11323 and 49 Code of Federal Regulations (C.F.R.) Part 1180.¹ Applicants seek Board authority for CSXT to acquire from and jointly use with L&I a perpetual non-exclusive railroad operating easement² (Easement) over a 106.5-mile portion of L&I rail line (Line). The Line extends from a connection with CSXT in Indianapolis, Indiana, milepost (MP) 4.0, and a connection with CSXT in Louisville, Kentucky, MP 110.5 (Proposed Transaction). The Proposed Transaction would increase CSXT's ability to control its traffic in the Midwest, particularly in its Louisville to Cincinnati corridor (LCL Subdivision), and enhance the efficiency of its operations. The Proposed Transaction would also increase the efficiency of L&I on the Line. The Proposed Transaction lies within Bartholomew, Clark, Jackson, Johnson, Marion, and Scott counties in Indiana, and Jefferson County, Kentucky. Figure ES 1.1-1 shows the location of the Proposed Transaction.

¹ Applicants filed a portion of the application on June 14, 2013. However, the Board did not receive information material to its consideration of whether to accept or reject the application from Applicants until July 2, 2013. Therefore, the Board considers the application filed on July 2, 2013. The Application and other filings for this case are available for viewing on the Board's website at www.stb.dot.gov by going to "E-Library," selecting "Filings," and then conducting a search for Docket No. FD 35523.

² A railroad operating easement is an agreement between railroad companies that grants one railroad the right to operate over a rail line while the granting railroad continues to own the underlying land.

Figure ES 1.1-1 Project Location



2. NEPA and the Environmental Review Process

The National Environmental Policy Act (NEPA), 42 U.S.C. § 4321 *et seq.*, requires that the Board examine the potential environmental impacts of major federal actions—including regulatory approval of projects proposed by private parties—and to inform the public concerning those potential impacts.

Under NEPA, the Board must consider potential environmental impacts. While NEPA prescribes the process that must be followed, it does not mandate a particular result.³ Thus, once the environmental effects have been adequately identified and evaluated, the Board may conclude that other values outweigh the environmental costs.⁴ Regulations governing implementation of NEPA have been promulgated by the Council on Environmental Quality (CEQ)⁵ and by the Board.⁶ The Board's Office of Environmental Analysis (OEA) is responsible for conducting environmental reviews on behalf of the Board, evaluating potential environmental impacts, and when appropriate, recommending environmental mitigation conditions to the Board.

In imposing environmental mitigation conditions in acquisition proceedings, the Board has consistently focused on the potential environmental impacts that would result directly from transaction-related changes in activity levels on existing rail lines and at rail facilities. The Board typically does not require mitigation for pre-existing environmental conditions, such as the effects of current railroad operations.

The level of environmental review depends upon the potential for significant impacts. Actions whose environmental effects are ordinarily insignificant may normally be categorically excluded from a case-specific NEPA review.⁷ Included in this category are acquisition transactions that would not result in operational changes that exceed certain rail activity thresholds established by the Board. *See* 49 C.F.R. §1105.7(e) (4), (5). Acquisitions that are expected to cause increases in trains per day, rail traffic, or rail yard activity above the Board's thresholds for environmental review (generally, an increase of three trains per day in areas with poor air quality and eight trains per day in areas with good air quality) presumptively require the preparation of an Environmental Assessment (EA).⁸ An EA is being prepared in this case because train traffic is

³ *Robert v. Methow Valley Citizens Council*, 490 U.S. 332, 350-51 (1989).

⁴ *Id.*

⁵ 40 C.F.R. Parts 1500-1508.

⁶ 49 C.F.R. Part 1105.

⁷ 49 C.F.R. §§ 1500.4(p), 1501.4(a)(2), 1508.4; 49 C.F.R. §1105.6(c), (d).

⁸ 49 C.F.R. §§ 1105.6(b)(4), (c)(2)(i). Agencies must prepare a detailed Environmental Impact Statement (EIS) for proposals that would significantly affect the quality of the human environment. 42 U.S.C. § 4332(2)(C). Agencies may prepare a more limited EA to determine whether a full EIS is necessary or whether, with appropriate mitigation, they can make a Finding of No Significant Impact. 40 C.F.R. §§ 1501.3, 1501.4. The Board's Draft EAs are issued for public review and comment. A Final EA is then prepared, addressing the comments and containing additional environmental analysis, if warranted. Final EAs also contain OEA's final recommendations, if any, for environmental mitigation to minimize any potential environmental impacts of the proposed transaction.

expected to increase by 13 trains per day on two portions of the Line and by 15 trains per day on the remaining portion of the Line.

In this case, CSXT requested permission from OEA to prepare a Preliminary Draft EA (PDEA), which OEA approved under CEQ guidelines at 40 C.F.R. § 1506.5(b). That guideline provides that an agency may permit an applicant to prepare an EA, provided the agency reviews the PDEA, makes appropriate modifications to ensure that the document meets the Board's NEPA-compliance responsibilities and takes responsibility for the scope and content of the EA.

After receiving approval from OEA to prepare a PDEA, CSXT and L&I conducted early outreach and consultation with various federal, state, and local agencies and other interested parties. L&I and CSXT performed outreach and consultations both by letter and by public meetings held in the project area. Based on studies and feedback from many stakeholders, CSXT prepared a PDEA (using the consulting firm HDR Engineering, Inc.), which described the purpose and need for the proposed action, described the affected environment and the potential environmental impacts of the Proposed Transaction and the No-Action Alternative (i.e. retention of the status quo). The PDEA also set forth voluntary mitigation with which Applicants agreed to comply with should the Board approve the Proposed Transaction and concluded that, as mitigated by the measures suggested by Applicants, the Applicants' proposal would not result in significant environmental impacts.

Applicants received comments during their preliminary outreach and consultation. Comments were received from the U.S. Department of Agriculture; U.S. Fish and Wildlife Service; U.S. Army Corps of Engineers (USACE); U.S. Coast Guard; Delaware Nation; Peoria Tribe of Indians of Oklahoma; Kentucky Heritage Council; Indiana Department of Environmental Management (IDEM); Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology; Indiana Department of Transportation (INDOT); Kentucky Energy and Environmental Cabinet; Kentucky Transportation Cabinet (KYTC); Town of Whiteland; Scott County Commissioners; The City of Greenwood; City of Indianapolis; The City-County Council of Indianapolis and Marion County; Johnson County Highway Department; the University of Indianapolis; and Amtrak. Each of these comments may be found in Appendix A of this Draft EA.

OEA has carefully reviewed the information set forth in the PDEA, verified its methodologies and data, edited the PDEA, and converted it into this Draft EA, which OEA is now issuing for public review and comment.

The Draft EA describes the affected environment; evaluates and compares the potential environmental impacts of the Proposed Transaction and the No-Action Alternative; and identifies mitigation measures that could eliminate or lessen potential impacts. The Draft EA includes both the Applicants' proposed voluntary mitigation and additional preliminary mitigation proposed by OEA. The preliminary mitigation measures in the Draft EA cover the following resource areas: safety, transportation; rail operations; hazardous materials transportation; emergency response; water resources; biological; noise and vibration; energy; and monitoring and enforcement.

Based on all the information available to date, OEA has preliminarily determined that the potential environmental impacts of CSXT's proposal would be adverse in the areas of noise and vibration and emergency vehicle access/vehicles delays, but with the preliminary mitigation set forth in the Draft EA, potential impacts would not be significant, and therefore, there is no need for an EIS.

OEA emphasizes that the recommended environmental mitigation measures for the Proposed Transaction in the Draft EA are preliminary. OEA invites comments on the proposed environmental mitigation measures and all other aspects of this Draft EA during the comment period on this Draft EA, which will end on September 30, 2013. In order for OEA to effectively assess the comments, it is critical that interested parties be specific regarding their concerns, including any desired additional mitigation and the reasons why it would be appropriate. OEA will consider all public comments on the Draft EA, and may conduct further environmental analysis and agency consultation, as appropriate, based on these comments. OEA anticipates issuing a Final EA on or before November 6, 2013, which would complete the environmental review process. The Final EA will address the comments received on the Draft EA and make final environmental recommendations, including mitigation recommendations to the Board.

In an acquisition proceeding such as this, which does not involve the merger or control of at least two Class I railroads,⁹ the STB, under 49 U.S.C. § 11324(d), "shall approve . . . an application unless it finds that – (1) as a result of the transaction, there is likely to be substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States; and (2) the anticompetitive effects of the transaction outweigh the public interest in meeting significant transportation needs."

Therefore, in assessing the transportation merits, the Board focuses on evidence concerning possible anticompetitive effects. The Board also conducts an environmental review under NEPA where, as here, the thresholds in the Board's environmental rules are met, and can impose environmental conditions to minimize potential environmental impacts. See 49 U.S.C. §11324(c). Should the Proposed Transaction be approved, the Board will consider the entire environmental record, all public comments, and OEA's final environmental recommendations, including final recommended mitigation measures in deciding what, if any, environmental mitigation to impose.

3. Purpose and Need for the Proposed Transaction

Applicants have stated that the Proposed Transaction would improve routing flexibility and performance in CSXT's Midwestern region. It would also create greater efficiencies for L&I over the Line. CSXT would be able to utilize the Line to improve train performance, more

⁹ Three classes of railroads are designated by the Board using railroad operating revenues. Based on 2011 data, CSXT is one of seven Class I railroads in the United States (i.e., those with operating revenues of approximately \$433.2 million or more). The other six Class I railroads are Norfolk Southern Railway Company, Canadian National Railway Company, BNSF Railway Company, Canadian Pacific Railway, Kansas City Southern Railway Company, and Union Pacific Railroad Company.

efficiently handle future and/or expected growth of business, and better utilize available capacity (on both the Line and CSXT's network) to improve transportation services to its customers.

Applicants state that the purpose of the Proposed Transaction is to improve the efficiency, consistency, and reliability of CSXT's operations in that region of CSXT's rail network that includes Illinois, Indiana, Ohio, Kentucky, and Tennessee, specifically the portion of CSXT's network between Louisville, Kentucky, and Cincinnati, Ohio, referred to as the Louisville to Cincinnati Subdivision (LCL Subdivision). CSXT believes that the Proposed Transaction would be the most efficient and cost-effective way to meet this goal.

According to Applicants, the LCL Subdivision currently operates at or above a level of capacity utilization (i.e., more trains than available train slots), which impacts CSXT's ability to operate a consistent, reliable, and recoverable¹⁰ railroad. Applicants state that the LCL Subdivision experienced no significant decrease in freight train activity during the recent recession. As the demand for freight rail transportation is currently increasing and is expected to increase into the future, under its current network structure, CSXT expects to continue to operate at levels of train capacity that adversely impacts its performance.

Applicants state that CSXT could not economically improve capacity on the LCL Subdivision. Capacity and performance constraints are a result of the LCL Subdivision's significant grade, over one percent, and eight degrees curvature, which result in train length restrictions (5,100 feet), tonnage restrictions, and reduced train speeds which average about 15 miles per hour (mph). As a result of the Proposed Transaction, CSXT would be able to increase its train lengths to 7,500 feet. This increase in train length would provide operating economies for CSXT.

According to Applicants, on average, CSXT reaches train tonnage limitations before it reaches any train length limitations on the LCL Subdivision. The limitations on the LCL Subdivision require CSXT to operate smaller, less efficient trains between Louisville and Cincinnati. Applicants assert that these smaller trains create inefficiencies throughout CSXT's network in terms of additional resources, terminal congestion, and track occupancy. Operating limitations (i.e., shorter trains at slower speeds) require additional resources and train starts, which results in more trains moving across an already capacity constrained corridor and more trains moving through CSXT's Queensgate Yard, a major railcar classification facility located in Cincinnati, Ohio.

According to Applicants, the LCL Subdivision's grade and curvature makes increasing velocity or adding capacity very expensive, because it would require significant stabilization and grading efforts. The Line, on the other hand, has a grade under one percent, generally, and no curves greater than five degrees. These attributes would allow CSXT to operate longer, heavier, and faster trains.

CSXT currently has trackage rights permitting it to operate over the Line and there is no limitation on the number of trains that CSXT can run under the trackage rights. However, due to

¹⁰ Recoverable refers to the ability of a railroad to return to normal operations after an event that disrupts its operations. Such an event could be an accident or a weather-related event.

current clearance restrictions on the Line, CSXT only uses the southern portion of the Line between Seymour and Louisville.

Due to the anticipated costs of improving the LCL Subdivision's capabilities, CSXT feels it would be more efficient and cost effective to invest capital improvement dollars in the Line and derive the operational benefits the Line offers rather than investing in the LCL Subdivision.

4. Proposed Transaction and No-Action Alternative

This Draft EA evaluates two alternatives: the Proposed Transaction and the No-Action Alternative (i.e., maintaining the status quo). Because the Proposed Transaction involves the acquisition of an easement, and the joint use of the Line, and construction of an additional rail line is not planned, there is no other reasonable and feasible alternative to move CSXT's train traffic between Louisville, Kentucky, and Cincinnati, Ohio other than the Proposed Transaction and the No-Action Alternative. As a result of the Proposed Transaction, CSXT would reroute some traffic in its Midwest Region resulting in an increase of traffic on portions of the Line of as many as 15 trains a day. Where there would be potential adverse effects from the traffic increases on the Line, Applicants have proposed voluntary mitigation to reduce the potential effects.

The Board encourages communities and other entities and applicants to reach negotiated agreements and propose voluntary mitigation because the mitigation that results can be more far-reaching and more tailored to the specific needs of the community or other entity than mitigation the Board could unilaterally impose. The Board's practice is to impose conditions requiring compliance with voluntary mitigation and with any negotiated agreements that are reached in lieu of other site-specific mitigation that might be imposed and to impose in supplemental decisions the terms of any negotiated agreements that might be reached after a final Board decision has been issued and has become effective.

Proposed Transaction

As noted, Applicants are seeking the Board's authorization under 49 U.S.C. § 11323 and 49 C.F.R. Part 1180 for CSXT to acquire from and jointly use with L&I a perpetual non-exclusive¹¹ operating easement for the Line between its connection with CSXT in Indianapolis, Indiana (MP 4.0) and in Louisville, Kentucky (MP 110.5). For purposes of this Draft EA, OEA has divided the Line into three rail line segments (LIRC-01, LIRC-02, and LIRC-03). LIRC-01 lies within Bartholomew, Jackson, Johnson, and Marion counties, Indiana; LIRC-02 lies within Clark, Jackson, and Scott counties, Indiana; and LIRC-03 lies within Clark County, Indiana, and Jefferson County, Kentucky.

Under the Proposed Transaction, CSXT plans to reroute up to 15 of its trains per day to various segments of the Line. Specifically, the Proposed Transaction would add 15 trains per day on LIRC-01, 13 trains per day on LIRC-02, and 13 trains per day on LIRC-03 to existing train traffic. The existing trains on the LIRC-01, LIRC-02, and LIRC-03 number two, four, and seven trains per day, respectively. While no material train frequency increase would occur until the

¹¹ The owning railroad can have other tenants on the Line.

line has been upgraded during a multi-year process (as described below), to be conservative and to err on the side of over-inclusion, the Draft EA assumes that all additional CSXT trains would operate on the Line beginning in 2014.

In addition, as part of the Proposed Transaction, CSXT intends to:

- Fund upgrades to the Line that would result in a Federal Railroad Administration (FRA) Class 4 track standard, which would allow a majority of the route to operate at 49 mph.¹² This would include installing continuously welded rail (CWR) over the entire route, adding wayside detection devices (i.e., hot boxes, wheel impact, and wide-load detectors), replacing cross-ties as necessary, and surfacing (i.e., adding new ballast) of the Line. The result of the upgrade would be a route that is capable of handling 286,000-pound carloads and double-stack intermodal trains and multi-level cars.¹³ Currently, trains can operate on the Line at a maximum allowable speed of 25 mph.
- Add capacity to two existing sidings (at Elvin and Brook) and add up to two more sidings (at Crothersville and Underwood). The lengthened and new sidings would be about 10,000 feet long, which would enable the sidings to hold current trains and proposed trains. The rehabilitation and construction activities would be limited to work upon and within existing right-of-way (ROW).
- Replace the bridge over the Flatrock River, in Columbus, Indiana, on LIRC-01. CSXT has stated that it plans to replace the existing bridge's superstructure with a similar steel girder structure to allow for the handling of 286,000-pound carloads, double-stack intermodal trains, and multi-level cars. The replacement of the bridge and construction activities related to the bridge would be limited to work upon and within existing ROW. Currently, the bridge cannot accommodate double-stack intermodal trains or multi-level cars.

No-Action Alternative

CEQ's regulations implementing NEPA (40 C.F.R. § 1502.12(d)) require consideration of a No-Action Alternative. Consideration of the No-Action Alternative provides a basis for understanding the benefits and potential adverse impacts of the Proposed Transaction. Under the No-Action Alternative, CSXT would not acquire an operating easement from L&I, would not upgrade the Line, and would not jointly use the Line with L&I. CSXT would continue to use the Line for its current load of overhead traffic and would not make any improvements to the Line or make any changes to existing rail operations. Under the No-Action Alternative, the traffic increases on the Line that would occur under the Proposed Transaction would not take place, but

¹² Train speeds on Class 4 tracks are limited to 49 mph when train traffic is controlled through a warrant system (i.e., authorization to occupy a main line is provided through a verbal authorization system by radio, phone or other electronic transmission from a dispatcher [i.e., traffic warrant control]). Applicants currently use a traffic warrant control system on the Line and intend to retain that system under the Proposed Transaction. If Applicants were to use an automated signaling system to control train traffic on the Line, the speed limit would increase to 60 mph.

¹³ The Kentucky portion of the Line is currently cleared for 286,000-pound railcars; however, Applicants intend to upgrade the rail on that portion of the Line as well.

the potential transportation-related benefits of this project to CSXT and L&I that would result from the upgrades that CSXT plans to make would not occur either.

5. Affected Environment and Potential Environmental Impacts

The existing social, economic, and environmental conditions were examined in the study area to serve as the baseline for comparing the potential impacts of the Proposed Transaction and the No-Action Alternative, and for assessing the need for mitigation of potential adverse environmental impacts. As part of its environmental evaluation, OEA staff made a site visit of the area on May 27, 2011. OEA staff was accompanied by CSXT and L&I staff, who provided information on the transaction, operations, and adjoining areas. This site visit allowed OEA to inspect the Line and adjoining areas first-hand.

To describe the existing conditions and assess the potential impacts of the increase in rail traffic that would occur under the Proposed Transaction, the following areas were studied in preparing this Draft EA: traffic and grade crossing delay, rail safety and operations, emergency response, community resources and land use, socioeconomics, geology and soils, water resources, biological resources, air quality and climate, noise and vibration, energy, cultural resources, and environmental justice. The analyses presented in the Draft EA indicate that, without mitigation, adverse impacts could occur in the subject areas of grade crossing delay and emergency response, noise and vibration, water resources, and biological resources. The analysis for each resource area assessed in the Draft EA is summarized below.

However, as discussed below, Applicants propose voluntary mitigation and OEA recommends additional mitigation measures that are designed to minimize potential adverse impacts from the Proposed Transaction to below significant levels.

Transportation

This section discusses the potential impacts of the Proposed Transaction on traffic and crossing delay, rail operations, rail safety, and emergency response.

Traffic and Grade Crossing Delay

OEA evaluated the potential effects of increased rail traffic as a result of the Proposed Transaction.¹⁴ A total of 176 public and 49 private crossings are located along the Line. Of the 176 public crossings, 22 are grade-separated crossings and 154 are at-grade crossings. All 154 public, at-grade crossings would experience a transaction-related increase in train traffic.

Out of 154 public at-grade crossings, the most currently available Average Daily Traffic (ADT) data ranges from 100 vehicles per day (vpd) at seven, very rural crossings on the Line to 36,000 vpd at State Route 46 in Columbus, Indiana. Because ADT statistics are from 1986 to 2010, a one-percent growth rate was applied in determining the existing ADT volumes.

¹⁴ As discussed in Section 2 above, Applicants retained HDR Engineering, Inc. to conduct the technical analyses for the PDEA. OEA has reviewed and verified the scope and content of these analyses and takes responsibility for that work in the Draft EA.

All of the at-grade crossings analyzed exhibit some level of delay under 2011 existing conditions. The existing average delay per delayed vehicle ranges from 1.3 to 4.1 minutes. Total vehicle delays per crossing over a 24-hour period currently ranges from less than one minute per day to approximately 449 minutes per day, and nine at-grade crossings currently have total vehicle delays that exceed 100 minutes per day. The queue analysis results showed the longest existing vehicular queues at the at-grade crossings of Hanna Avenue in Indianapolis and Hamburg Pike in Cementville, Indiana (31 vehicles) and McClain Street/SR #56 in Scottsburg, Indiana (48 vehicles).

The delay analysis indicates that the Proposed Transaction would have vehicle delay effects that range from nominal to substantial. Under the Proposed Transaction, the average delay per delayed vehicle would range from 1.5 to 3.1 minutes. These future per vehicle delays would be comparable to or less than existing conditions because future trains, although more frequent and generally longer, would be moving at faster speeds.

However, total vehicle delays per crossing over a 24-hour period would increase considerably under the Proposed Transaction because of the proposed increases in trains per day. Under the Proposed Transaction, total vehicle delays per crossing over a 24-hour period would range from seven minutes per day to approximately 6,454 minutes per day, and 45 at-grade crossings would have total vehicle delays that exceed 100 minutes per day. The largest total vehicle delays under the Proposed Transaction would occur at SR #46 in Columbus, Indiana (6,454 minutes per day), and Charlestown Road in Jeffersonville, Indiana (2,579 minutes per day), where the number of trains would increase from 2 to 17 and 7 to 20 per day, respectively.

In addition to vehicle delays, when a queue is so long that it blocks an arterial roadway, the mobility of the community is considered to be affected. On the other hand, when a queue blocks no roadways, or a local roadway only, the mobility of the community is not considered to be affected. Additional analysis of the SR #46 and Charlestown Road crossings determined that the vehicle queue length of 1,472 feet at SR #46 under the Proposed Transaction would not block adjacent intersections. The vehicle queue length of 600 feet at Charlestown Road under the Proposed Transaction would not block the adjacent intersections on the east leg of the roadway. However, the vehicle queue would block the exit ramp of I-65 on the west leg of the roadway. The exit/entrance ramp is a signalized intersection. The SR #46 and Charlestown Road crossings did not exceed any other threshold criteria. OEA preliminarily concludes that these queues would have minimal impact on vehicle movements on the regional roadway network.

Applicants have offered voluntary mitigation measures in response to these potential grade crossing delays (see Voluntary Mitigation [VM] 33, VM 34, VM 35, VM 37 and VM 49). Applicants propose to examine planned train operations for ways of reducing highway/rail at-grade crossing blockages. Applicants would also cooperate with the appropriate state and local agencies and municipalities to: evaluate the possibility that one or more roadways listed in Table C-6 could be closed at the point where it crosses the Line, in order to eliminate the at-grade crossing; improve or identify modifications to roadways that would reduce vehicle delays by improving roadway capacity over the crossing by construction of additional lanes; assist in a survey of at-grade crossings for a determination of the adequacy of existing grade crossing signal systems, signage, roadway striping, traffic signaling inter-ties, and curbs and medians; and

identify conditions and roadway, signal, and warning device configurations that could trap vehicles between warning device gates on or near the at-grade crossing. Additionally, Applicants would install power switches along the Line where they determine that manual switches could cause stopped trains to block grade crossings for excessive periods of time and that power switches would increase the speed of trains and reduce the likelihood of such blockages.

In addition, OEA preliminarily recommends that Applicants be required to establish a Community Liaison (MM 16), prepare a Grade Crossing Mitigation Plan (MM 1), and design sidings to the minimize potential for blocking crossings (MM 2).

Rail Safety

An analysis was conducted of at-grade crossings using a high predicted accident frequency standard of more than 0.15 accidents per year (one accident every seven years) as an indicator that a crossing should be considered for either warning device upgrading or, if the warning devices are already sufficient, additional mitigation measures.

Freight rail safety was evaluated using the rate of train accidents and incidents for CSXT, CN, and the Class I railroad industry average between 2006 and 2010 collected from the Federal Railroad Administration's (FRA) website. Based on these data, the Proposed Transaction would not be likely to increase accident and incident rates for the number of trains that would be rerouted over the Line.

This analysis showed that no crossings would meet or exceed the rate of greater than 0.15 accidents per year under either existing conditions or the Proposed Transaction. Thus, based on the information available to date, OEA does not believe that there is a need for additional safety measures at any individual crossing.

L&I moved 14 carloads of toxic inhalation hazard (TIH) material over the Line in 2010. Other hazardous materials totaled 187 carloads in 2010. L&I anticipates that it would continue to move a similar amount of hazardous materials over the Line under the Proposed Transaction. According to CSXT, CSXT's trains carrying hazardous materials would not be transferred over to the Line. Therefore, the Proposed Transaction would not have any impact on hazardous materials transport. Nevertheless, Applicants have volunteered nine mitigation measures related to hazardous material shipments (VM 40 through 48).

Emergency Response

OEA identified six emergency service providers (including two police stations, three fire departments and one hospital) that are within two miles of an at-grade crossing that would experience Transaction-related increased vehicle delays (i.e., 30 second increase per vehicle and 30 minute increase per day for all vehicles) and are more than one mile from the nearest grade-separated crossing. OEA considers these emergency service providers to be subject to potentially substantial effects.

In Columbus, IN, Columbus Fire Department Station 1 at 1101 Jackson Street and the Columbus Police Department administrative offices at 123 Washington Street are located within two miles of the 11th Street, 8th Street and SR 46 at-grade crossings. Both facilities are also more than one

mile away from the nearest grade-separated crossing and first responders from these facilities could experience delays if 11th Street, 8th Street or SR 46 were blocked by a passing train at the time of an emergency response. However, the Columbus Fire Department operates five other fire stations that would likely be able to provide emergency response relief if the subject crossings were blocked by a passing train. Therefore, OEA would not expect the Proposed Transaction to have a substantial effect on Columbus Fire Department emergency responses.

OEA would not expect the Proposed Transaction to have a substantial impact on emergency response times by the Columbus Police Department because police officers responding to calls are not limited to those stationed at the administrative offices but are typically deployed throughout a community patrolling in vehicles.

In Seymour, IN, the Seymour Fire Station at 318 East Pine Street, Seymour Police Station at 205 N. Ewing Street, Hamilton Township Fire Station at 414 W. 2nd Street, and the Schneck Medical Center at 411 W Tipton Street are located within two miles of the Tipton St./U.S. 50 at-grade crossing in Seymour, IN and more than one mile away from the nearest grade-separated crossing. However, the two fire stations are located on opposite sides of the Line and would likely be able to provide emergency response relief for each other if the Tipton St./U.S. 50 and other nearby at-grade crossings were blocked by a train. The Seymour Fire Department also maintains two other fire stations that could provide additional response relief. Therefore, OEA would not expect the Proposed Transaction to have a substantial effect on Columbus or Hamilton fire department emergency responses.

OEA does not expect the Proposed Transaction to have a substantial impact on emergency response times by the Seymour Police Department because police officers responding to calls are not limited to those stationed at one location but are typically deployed throughout a community patrolling in vehicles.

OEA believes that the Proposed Transaction could have a substantial effect on emergency service providers transporting patients to the Schneck Medical Center, particularly those responders on the east side of the Line attempting to transport patients west to Schneck Medical Center at the time a stopped or slowly moving train is blocking the Tipton St./U.S. 50 and other at-grade crossings in Seymour. To address this concern, OEA has preliminarily recommended a mitigation measure that would require Applicants to purchase, install and maintain a camera system that would enable the emergency service providers in Seymour to identify (1) blocked at-grade crossings in the city and (2) alternative routes for emergency service providers to take to Schneck Medical Center (see MM 4).

Applicants have also volunteered mitigation (see VM 49) where it would notify Emergency Service Dispatching Centers for all communities along the Line when a stopped train may be unable to move from at-grade crossings for a significant amount of time. OEA has supplemented that voluntary mitigation with a recommendation that Applicants contact the appropriate Emergency Service Dispatch Centers when a stopped or slowly moving train will not clear a public at-grade crossing within 10 minutes (MM 3).

Additionally, although the Proposed Transaction could affect emergency access for police, fire and emergency medical technician vehicles, the communities along the Line would be expected

to continue implementing existing mutual aid agreements and other forms of intergovernmental agreements to contact each other in the event of blocked at-grade crossings.

Community Resources and Land Use

The Draft EA evaluated the potential impacts of the Proposed Transaction to community resources and land use.

The Proposed Transaction involves use of an existing rail line that serves as a boundary between neighborhoods and communities. The communities in the area developed using the existing rail line as a border. While rail traffic would increase by as much as 15 trains per day, the Proposed Transaction would not separate or isolate any new neighborhoods.

There would be no new construction that would separate or isolate neighborhoods and all construction activities associated with the Proposed Transaction would take place within the existing ROW. There are four public facilities (Franklin College of Indiana, Southside School, Indiana Masonic Home, and Province Park) near the existing Elvin siding, which is proposed to be extended (MP 20.8 to 22.9). However, construction activities would be confined to the existing ROW and, therefore, are not anticipated to adversely impact those public facilities.

Although increased train traffic from the Proposed Transaction would increase train-related noise along the Line, the Proposed Transaction would be congruent with historic, current, and future land uses and land use plans. Therefore, any impacts from these increased noise levels on community resources, public facilities and land use would likely be minimal and mitigation measures have not been proposed.

Socioeconomics

OEA conducted an analysis of the potential impacts of the Proposed Transaction on socioeconomics. That analysis showed that there would be negligible impacts to the local economy or other socioeconomic conditions associated with the change in rail operations and construction activities resulting from the Proposed Transaction. Although several representatives of state and local governments and industrial interests expressed support for the Proposed Transaction, none identified any specific increases in rail shipping activity or new industrial development that would result from the Proposed Transaction. There would be no displacement of population in the area. Because of the limited scope of the proposed upgrades to the Line under the Proposed Transaction, any increases in construction-related employment opportunities would be minimal. Likewise, increased CSXT overhead train traffic on the Line under the Proposed Transaction would generate negligible employment opportunities. As such, the Proposed Transaction would not generate any pressure on housing or public services that could not be absorbed by the existing infrastructure. Because negligible impacts are expected, socioeconomic-related mitigation measures have not been proposed.

Topography, Geology, and Soils

Minor impacts to geology and soils are anticipated as a result of construction activities connected with the Proposed Transaction. Construction activities related to the Proposed Transaction would be within the existing ROW. As part of their voluntary mitigation, Applicants would use appropriate design that incorporates results of soil studies and would implement best

management practices (BMPs), including utilization of foundation type best suited to the site soil conditions, inclusion of drainage control features, and proper construction techniques. In addition, because the area disturbed by construction activities would be greater than one acre, Applicants would need to obtain a National Pollutant Discharge Elimination System (NPDES) permit (VM 18). With implementation of the BMPs described in the Stormwater Pollution Prevention Plan (SWPPP) that would be prepared in compliance with the NPDES permit, soil erosion would be prevented or contained and minimized. Thus, with the voluntary mitigation proposed by Applicants (i.e., VM 12 through VM 19), any impact would be minimal.

Hazardous Waste Sites

Based on the review of state environmental databases, there would be no impacts to hazardous waste sites as a result of the construction activities connected to the Proposed Transaction. However, for the Brook siding, residual soil contamination from a former leaking underground storage tank at a former Conrail, now L&I property, could be encountered during construction activities. Applicants and their contractors should be prepared to monitor for contaminated soils and to excavate, document, and dispose of affected material, as needed, in compliance with applicable environmental and health and safety laws and regulations. Thus, OEA recommends a mitigation measure to address contractor preparedness during the proposed construction work at the Brook siding (MM 9).

Water Resources

The Draft EA examines the potential effects of the Proposed Transaction on surface waters, groundwater, floodplains, wetlands, and water quality. The Draft EA analysis indicates that the Proposed Transaction would not likely impact water resources if the preliminarily proposed mitigation is imposed.

CSXT would replace the Flatrock River Railroad Bridge located just north of Columbus, Indiana. Because neither the U.S. Coast Guard nor USACE classify Flatrock River as navigable, Section 9 of the Rivers and Harbors Act would not be applicable for work performed on or around Flatrock River.

Wetlands would likely be impacted by the extension of the Elvin and Brook sidings, construction of the new siding north of Crothersville and replacement of the Flatrock River Bridge. Any discharge of dredged or fill material into waters of the U.S. would require a Clean Water Act (CWA) Section 404 permit from USACE before work could begin on or around wetlands. If a Section 404 permit were required, then CSXT would also be required to obtain a Section 401 Water Quality Certification from the State of Indiana. Impacts to wetlands would be mitigated in accordance with USACE's Mitigation Regulations (see VM 11), and OEA's recommendations that Applicants acquire a Section 404 permit (MM 11) and Water Quality Certification (MM 12).

Because project-related construction activities would disturb more than one acre of land, the Proposed Transaction would also be subject to Section 402 of the CWA, and CSXT would be required to obtain a NPDES stormwater permit. Therefore, CSXT would have to submit a SWPPP (as part of the Construction Plan) to the appropriate county or Soil and Water Conservation District in order to obtain a NPDES permit. Impacts to water resources would be

mitigated in accordance with the U.S. Environmental Protection Agency (USEPA) or appropriate agency stormwater discharge requirements (see VM 18 and VM 19).

Project-related construction activities would occur on the floodplains of Flatrock River, Rider Ditch, and Pigeon Roost Creek. CSXT would be required to obtain a Construction in a Floodway Permit from the Indiana Department of Natural Resources (INDNR) for each floodplain where construction activities would occur. Impacts to floodplains would be mitigated by appropriate INDNR Floodway Permit requirements. Thus, OEA recommends that Applicant be required to obtain a Construction in a Floodway Permit (MM 10).

Construction would not occur within 303(d)-listed waters. Under Section 303(d), states are required to publish (every two years) a list of streams and lakes that are not meeting their designated uses because of excess pollutants. No impacts to a degraded waterway are anticipated as a result of the Proposed Transaction.

CSXT would implement several BMPs during construction (see Chapter 4). With the implementation of voluntary measures and OEA's recommended mitigation measure, only minor impacts to water resources would be anticipated as a result of project-related construction activities.

Biological Resources

The Draft EA evaluates the impacts of the Proposed Transaction on vegetation; wildlife; threatened, endangered, and rare species; and migratory birds in the study area. The analysis shows that the Proposed Transaction could impact vegetation temporarily during construction activities. To mitigate any temporary impacts to vegetation from construction, Applicants have agreed to confine, to the extent reasonably practicable, traffic to temporary access roads within the construction ROW or established public roads; to commence reclamation of disturbed areas as soon as reasonably practicable after construction ends; and to limit ground disturbance to only the areas necessary for construction-related activities (see VM 10, 27, 28). Additionally, any required post-construction re-vegetation would include invasive species control measures (see VM 23).

There could be an increase in wildlife (including migratory birds) and federally- and state- listed species strikes as a result of increased rail traffic resulting from the Proposed Transaction. In addition, there could be short-term impacts to wildlife (including migratory birds) as a result of construction activities related to the Proposed Transaction. However, because of the voluntary mitigation measures VM 20 through 23, construction impacts would likely be minimal. Applicants have agreed to place temporary barricades, fencing, and/or flagging in sensitive habitats to contain construction-related impacts to the area within the construction ROW (see VM 21 and 22). Applicants would employ BMPs to implement their current noxious weed control program during construction and operation of Transaction-related sidings. All herbicides used by Applicants would be approved by the USEPA.

According to the U.S. Fish and Wildlife Service (USFWS)(see Appendix A), adverse impacts to Federally listed species including the Indiana bat and several mussels would not likely occur if tree clearing does not occur during the Indiana bat roosting period and if BMPs are used to

protect water quality during Transaction-related construction. Applicants have volunteered to comply with these measures (see VM 12 through 19, 21, 27 and 28).

To minimize impacts to fish, the USFWS also recommends that channel disturbance during any Transaction-related bridge replacement in perennial and large intermittent streams avoid the primary fish spawning period. OEA recommends a mitigation measure to address this USFWS concern (MM 13).

Before beginning construction activity, Applicants would survey all suitable habitats potentially impacted by Transaction-related construction activities for state-listed threatened or endangered plant species. If any state listed plant species are located, Applicants would implement a mitigation plan in consultation with the appropriate state agencies (VM 20).

Suitable habitat for State-listed species may be found in Falls of the Ohio State Park, Clark State Forest, Stucker Fork Fish and Wildlife Area, and Pigeon Roost Memorial Park, all of which are within 0.25 miles of the Proposed Transaction. No project-related construction activities would occur near these areas. However, noise associated with project-related construction activities in the vicinity of Pigeon Roost Memorial Park could temporarily impact any state-listed species located in this park. As part of its voluntary mitigation measures, CSXT would work with its contractors to minimize, to the extent reasonably practicable, construction-related noise disturbances. For example, Applicants would maintain construction and maintenance vehicles in good working order with properly functioning mufflers to control noise (see VM 56). With implementation of VM 20 through 22 and VM 24, impacts associated with construction-related activities would likely be minor.

Air Quality and Climate

The Draft EA assesses the extent to which air pollutant emissions could change as a result of the Transaction-related construction activities would be very limited and temporary. In particular, any earthwork would likely be limited to siding-related construction activities. Potential impacts from fugitive dust and construction equipment emissions would likely be negligible because of the very limited and temporary nature of these Transaction-related construction activities. Nevertheless, Applicants have volunteered two measures to minimize fugitive dust and equipment emissions during Transaction-related construction activities (see VM 24 and 25).

From a regional perspective, locomotive emissions would decrease under the Proposed Transaction. The overall operating upgrades under the Proposed Transaction would improve CSXT's gross-ton of freight per mile (GTM) efficiency. This improvement, along with an improved ability to control traffic in the Midwest (particularly on the current Louisville to Cincinnati corridor), would enhance efficiencies through shorter train travel times. Improvements in these efficiencies over the region and shorter travel routes for trains under the Proposed Transaction would have a tendency to have a reduction in fuel use across the region, and therefore, lower air emissions.

For pollutants that are more significant locally (i.e., particulates and carbon monoxide), some areas along the Line could experience slight localized degradation in air quality because of the increased fuel use associated with both increases in trains and in the gross-tonnage hauled along the rail line associated with the Proposed Transaction. However, improvements in overall GTM

efficiencies would tend to offset these decreases in air quality. For pollutants which are more significant regionally (i.e., nitrogen oxide, volatile organic carbon [as precursors to ozone], sulfur dioxide, and carbon dioxide), it is anticipated that the system-wide improvements under the Proposed Transaction would cause the region to experience a net benefit to air quality.

OEA also analyzed emissions from idling vehicles delayed at crossings. According to USEPA guidance, signalized intersections that operate at level of service (LOS)¹⁵ D, E, or F have sufficient traffic congestion that the associated vehicle emissions might cause or contribute to local carbon monoxide and particulate concentrations which could exceed the National Ambient Air Quality Standards (NAAQS) within maintenance¹⁶ and nonattainment areas.¹⁷ All of the at-grade crossings in the study area except four are currently at and would remain at LOS A. Four would change to LOS C. Although there would be some air quality impacts, the Draft EA concluded that vehicle idling as a result of the Proposed Transaction would have negligible air quality impacts at localized at-grade crossings.

A reduction of locomotive fuel usage would result in a reduction of greenhouse gas emissions; however, such a minor change would not have any quantifiable effect on climate change.

Noise and Vibration

The Draft EA assesses potential changes in train noise associated with the Proposed Transaction. The projected increase in daily train traffic is expected to increase train noise levels in the areas immediately adjacent to the Line. Segments LIRC-01, LIRC-02, and LIRC-03 would experience an increase in train traffic in excess of eight trains per day, the Board's threshold for noise analyses. Therefore, OEA evaluated the potential for an increase in noise exposure of 3dBA (A-weighted decibel) or more in the day-night noise level (L_{dn}) or an increase to a noise level of 65 dBA L_{dn} or greater in these three segments. The Draft EA concludes that traffic changes on Segments LIRC-01 and LIRC-02 would contribute to an increase of 3 dBA or more in the L_{dn} . Although less than half of Segment LIRC-03 would experience Transaction-related noise increases of 3 dBA or more (Table 3.8-3), OEA included Segment LIRC-03 in its entirety in the noise assessment.

Due to the increased number of trains on the Line, the number of noise-sensitive receptors in the 65-dBA L_{dn} contour in the three segments would nearly double from 2,937 to 5,606 (an additional 2,669 noise-sensitive receptors). Noise-sensitive land uses that would experience an increase of at least 3dBA and 65-dBA L_{dn} are considered potentially adverse impacts. There are affected receptors throughout the Line, but the largest number is in Johnson County, Indiana. The changes occurring to train traffic that would result from the Proposed Transaction would

¹⁵ LOS is used estimate the vehicle delay effects of highway/rail at-grade crossings. LOS is defined in terms of delay and expressed as a letter grade and includes LOS A (free flowing), LOS B (reasonably free flowing), LOS C (stable or near free flow), LOS D (approaching unstable flow), LOS E (unstable flow, operating at capacity) and LOS F (severely congested).

¹⁶ Once a nonattainment area meets the standards and additional redesignation requirements in the Clean Air Act, Section 107(d)(3)(E), the EPA designates it a maintenance area.

¹⁷ An area that does not meet the NAAQS.

likely affect the noise emission levels of trains from several noise sources, including wheel/rail noise, locomotive engine noise, and locomotive horn noise.

Historically, the Board has treated noise-sensitive receptors that would experience an increase of at least 5 dBA and reach 70-dBA L_{dn} as being potentially eligible for conditions to mitigate transaction-related train noise. See *Canadian National Railway Company and Grand Trunk Corporation, Acquisition of Joliet & Eastern Railway Company, Final Environmental Impact Statement*, STB Docket No. FD 35087 (STB served December 5, 2008) and *Alaska Railroad Corporation Construction and Operation of a Rail Line Extension to Port MacKenzie, Alaska, Final Environmental Impact Statement*, STB Docket No. FD 35095 (STB served March 25, 2011). Up to 1,551 noise-sensitive receptors along the Line would be exposed to these 5 dBA and 70 dBA L_{dn} conditions.

Applicants have proposed a number of voluntary mitigation measures to minimize the effects of transaction-related noise. CSXT would comply with FRA regulations establishing decibel limits for train operations (VM 58). Applicants would also work with affected communities that would have sensitive receptors that would experience an increase of at least 5 dBA and reach 70 dBA to mitigate train noise to levels as low as 70 dBA by cost-effective means as agreed to by an affected community and CSXT. In the absence of such an agreement, Applicants would implement unspecified cost-effective measures (VM 51). Additionally, Applicants would consider lubricating curves where doing so would be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors (VM 57). Applicants would cooperate with interested communities for the establishment of quiet zones (QZ) and assist in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish QZs¹⁸ (see VM 54). If requested (see VM 60), CSXT would also consult with communities affected by wheel squeal, and cooperate in determining the most appropriate methods for implementing VM 57.

The vibration level caused by a train is affected by track conditions, the locations of special track work (e.g., crossings and switches), train speed, and extent to which the ground vibrates between the tracks and receiver. Under the Proposed Transaction, the train speed would increase and CSXT would replace the jointed rail with continuously welded rail. While an increase in train speed may increase vibration levels, continuously welded rail would decrease vibration. Therefore, changes in ground-borne vibration as a result of the Proposed Transaction would be small. The incremental changes in the distance to the Federal Transit Administration (FTA) residential vibration impact threshold of 72 VdB range between five and 35 feet, with some net decreases due to the installation of continuously welded rail. The increased frequency of train movements would not impact the vibration impact threshold. Although vibration would decrease, Applicants would install and maintain rail and rail beds according to American Railway Engineering and Maintenance of Way Association standards for minimizing noise and

¹⁸ Applicants state that their willingness to cooperate does not commit Applicants to expend funds on a physical project.

vibration See VM 59). OEA does not recommend any additional mitigation to address potential vibration impacts.

Energy Resources

Under the Proposed Transaction, train operations would be more efficient, trains would idle for shorter periods of time, and the distance traveled would be shorter, resulting in a net decrease in annual fuel use. Nevertheless, Applicants have volunteered two measures to assist them in reducing fuel consumption (see VM 52 and 53).

Increased vehicles delays caused by passing trains under the Proposed Transaction would consume an additional 240 gallons of fuel daily as the vehicles idled at the blocked crossings. However, this increase generally would be offset by decreases in delays and idling vehicles at crossing located on the rail lines from which CSXT would be diverting and reducing its daily rail traffic.

The Proposed Transaction would not likely change the types of commodities that are currently transported along the Line. Therefore, the transportation of recyclable commodities would not likely be affected by the Proposed Transaction.

OEA does not recommend any additional mitigation to address potential vibration impacts.

Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. 470, applies to the Proposed Transaction. The Section 106 process has three steps: identification of historic resources; determination of adverse effects; and if there would be any adverse effects, development of appropriate mitigation. Accordingly, preparation of the Draft EA included an analysis of the potential impact of the Proposed Transaction on archaeological resources and historic properties in the study area.

Section 106 review involves an evaluation of any proposed new construction, building demolition, or repair/replacement of railroad structures directly related to the Proposed Transaction. The Proposed Transaction would involve reconstruction of a railroad bridge over the Flatrock River, as well as extension of the two existing sidings and construction of two new sidings, all in Indiana. Work would be limited to work upon and within existing ROW.

Indiana Department of Natural Resources, State Historic Preservation Office (Indiana SHPO), considers the Flatrock River Railroad Bridge to meet the criteria of eligibility for inclusion in the National Register of Historic Places (National Register). Indiana SHPO notes that the bridge appears to be significant under National Register criteria because its association with transportation and as a good example of a heavily built Pratt through-truss bridge. Because replacement of the Flatrock River Bridge would constitute an adverse effect to a potentially eligible historic property, CSXT must work with OEA and Indiana SHPO to either (1) submit the necessary material to Indiana SHPO to obtain a no adverse effect determination or (2) execute a Memorandum of Agreement regarding mitigation of the adverse effect determination. Either scenario would need to be completed before the Board could issue its final decision in this case. Until the completion of either scenario, OEA recommends mitigation requiring that no construction of the bridge begin until completion of the section 106 process (MM 14).

Additionally, Indiana SHPO identified eight archaeological sites and six cemeteries that have been recorded adjacent to the Line, and raised concern about the potential presence of previously unknown archaeological sites. Transaction-related construction would not likely directly impact the 14 recorded sites. With the exception of the construction of two sidings and the extension of two sidings in Indiana, there would be minimal ground disturbance. Pursuant to Section 106, OEA recommends that as a mitigating condition, Applicants be required to report to Indiana SHPO any archaeological artifacts or human remains uncovered during construction activities (MM 15).

A letter from Kentucky SHPO dated August 1, 2011 states that, although the Proposed Transaction would be limited to existing ROW, there is potential for direct and indirect effects to cultural resources along the path of the Line. Kentucky SHPO also states that an area of potential effect for the portion of the Proposed Transaction in Kentucky must be determined with its concurrence. Additionally, a survey of above-ground resources over 50 years of age needs to be submitted for review. Any ground-disturbance activities associated with the Proposed Transaction would require an archaeological survey (Kentucky Heritage Council 2011). However, the Proposed Transaction would not entail construction activities in the state of Kentucky. Pending the outcome of further Section 106 consultations with the Kentucky SHPO, OEA recommends a mitigation measure to address Kentucky SHPO's concerns (MM 15).

Environmental Justice

The Draft EA assessed the extent to which train noise and at-grade crossing delay resulting from the Proposed Transaction could disproportionately affect minority or low-income populations in the project area. The analysis indicates that, without mitigation, noise impacts to the 0.4-mile subsection of LIRC-01 (Sub-segment 01.G in Table 3.8-3) resulting from train traffic increases potentially would be high and adverse.

Although there are minority and low-income populations distributed along the entire Line, none of the minority or low-income populations appears to be located in the sub-segment of LIRC-01 anticipated to experience a +8.5-dBA increase in noise levels.

With regard to noise, the noise analysis indicates that the majority of additional receptors anticipated to be impacted are located in Johnson County, Indiana. Only one of the 16 census block groups containing potential low-income populations and none of the 17 census block groups containing potential minority populations is located in Johnson County. Therefore, OEA concluded that noise impacts would not likely be disproportionately borne by environmental justice populations.

With regard to the traffic delays, the area where SR #46 in Columbus, Indiana crosses the Line at-grade is not located in a block group containing minority or low-income populations. The area where Charlestown Road in Jeffersonville, Indiana crosses the Line at-grade is partially located within a census block group containing minority and low-income populations, west of the Line. The ramp to I-65, which possibly would experience blocking, is also located in this census block group. However, Veterans Parkway, a grade-separated crossing of the Line approximately one mile to the north, provides access to the area west of the Line, as well as access to I-65. Because the possible traffic delay would likely be experienced by all travelers on

Charlestown Road and on I-65 using the Charlestown Road exit, and because Veterans Parkway provides access to the area west of the Line as well as access to I-65, OEA concludes that traffic delay impacts would not likely be disproportionately borne by minority or low-income populations.

Cumulative Effects

The environmental analysis here identified several projects within 0.5 miles of the Line with the potential to result in cumulative impacts when considered together with the Proposed Transaction. They are:

- I-465 / I-65 Interchange Modification on South Side of Indianapolis, which includes the addition of travel lanes from I-465 to Whiteland Road and improvement of interchanges at Southport Road, County Line Road, Main Street, and Whiteland Road. This project is located in Marion and Johnson counties, Indiana.
- I-465 to Whiteland Road / I-65, which includes the addition of travel lanes from I-465 to Whiteland Road, as well as improvement of interchanges at Southport Road, County Line Road, Main Street, and Whiteland Road. This project is located in Marion and Johnson Counties, Indiana.
- I-65 at State Road 11, which includes the modification of an interchange for improved traffic flow and safety. The project is located in Jackson County, Indiana.
- I-65 Clark County from SR 311 to Memphis Road / I-65, which includes the addition of travel lanes, an interchange modification, and two overhead bridges. The project is located in Clark County, Indiana.
- I-65 Ohio River Bridge, which includes the addition of a six-lane I-65 bridge into downtown Louisville; the existing Kennedy Bridge would be transitioned into a six-lane northbound bridge. Approximately 1.5 miles of I-65 would require reconstruction and expansion approaching the bridge. This project is located in Clark County, Indiana, and Jefferson County, Kentucky.
- I-65 Ramp Modifications include improvement of traffic flow, safety, and access associated with ramps along I-65 from Crittenden Drive to St. Catherine Street. This project is located in Jefferson County, Kentucky.

To identify possible cumulative impacts on environmental resources, the Draft EA analysis examined the potential effects of each project in combination with potential effects from the Proposed Transaction to determine whether those related projects, in conjunction with the Proposed Transaction, could result in cumulative impacts to any environmental resource; and whether the approval of the Proposed Transaction would result in any indirect effects. Finally, OEA considered whether potential cumulative effects that were identified would warrant mitigation.

As a result of the environmental analysis, this Draft EA concludes that:

- The reasonably foreseeable roadway improvements are intended to improve traffic flow, and cumulative impacts to traffic delay beyond the direct effects of the Proposed Transaction are not anticipated.

- It is possible that noise from the Line would contribute to a cumulative noise impact where it is in proximity to I-65. It is unlikely that the reasonably foreseeable roadway improvements would contribute to a cumulative noise impact, as they are intended to improve traffic flow and reduce congestion. Because construction noise would be temporary and would not be anticipated to contribute to an adverse cumulative effect, OEA does not recommend any mitigation measures on this topic.

6. Request for Comments on the Draft EA

OEA encourages the public and any interested party to send its written comments on this Draft EA. In preparing the Final EA, OEA will consider and respond to all comments on the Draft EA, and may conduct further environmental analysis and agency consultation as appropriate based on these comments. The Final EA will include OEA's final recommendations, including final recommended mitigation measures. To be considered, comments must be submitted during the comment period, which will close on September 30, 2013. OEA anticipates issuing the Final EA on or before November 6, 2013. The Board plans to issue a final decision on the Proposed Transaction by December 6, 2013.

When submitting comments on the Draft EA, please be as specific as possible. OEA is particularly interested in your thoughts on the recommended mitigation measures. Any suggestions you may have to improve our recommendations to the Board would be very welcome.

Comments may be submitted by mail or electronically using "E-Filing" button on the Board's website (www.stb.dot.gov). *However, OEA strongly encourages the submittal of comments electronically to ensure receipt by September 30, 2013.* Comments must refer to Docket No. FD 35523 in all correspondence, including e-filings, addressed to the Board.

- **Electronically:** For electronic comments, simply click on E-filing and then "Environmental Comments" from the E-Filing button on the board's website. The next web page will be formatted to allow you to fill in your information and comment directly or you can provide your comments in a file attachment.
- **By Mail:** If you are sending your comment by mail, please be aware that there may be up to a week delay in the delivery of mail to federal agencies. Mail written comments to:

Dave Navecky
Surface Transportation Board
395 E Street, SW
Room 1104
Washington, DC 20423

- If you have any questions or need clarification or guidance, please contact Dave Navecky by phone at (202) 245-0294, or by email Mr. Navecky at david.navecky@stb.dot.gov.

7. Mitigation

The analysis used in preparing this Draft EA has taken a hard look at the likely environmental consequences of the Proposed Transaction and No-Action Alternative, consistent with NEPA and the relevant CEQ and Board regulations. The potential environmental effects that have been

identified would be both beneficial and adverse. Chapter 3 discusses in detail the affected environment and potential environmental benefits and effects.

Applicants submitted a number of voluntary mitigation measures to address potential effects that would result from the Proposed Transaction. The Draft EA includes Applicants' proposed mitigation without any changes and proposes additional environmental mitigation developed by OEA. OEA seeks public comment on all the mitigation proposed in the Draft EA. The Final EA will contain final recommendations for mitigation that the Board should impose if the Proposed Transaction is authorized.

Limits of Conditioning Power

The Board has authority to impose conditions to mitigate potential environmental impacts, but that authority is not limitless. As a government agency, the Board can only impose conditions that are consistent with its statutory authority. Any conditions the Board imposes must relate directly to a specific proposed action, must be appropriate to the scope and degree of impacts, and must be supported by the record before the Board. The Board's practice consistently has been to consider mitigation for only those impacts that result directly from a proposed action and not to impose mitigation to remedy preexisting conditions.

Voluntary Mitigation

OEA encourages applicants to propose voluntary mitigation. Because applicants seeking Board authority may gain substantial knowledge about local community or other issues involved during project planning, and because they consult with other regulatory agencies and communities during project planning and at the early stages of the regulatory process, applicants can often propose relevant voluntary mitigation that is more far reaching than mitigation the Board could unilaterally impose. For the Proposed Transaction, Applicants have engaged in substantial outreach with potentially affected agencies, entities, and communities and have proposed extensive voluntary mitigation for this project, which is set forth and discussed in more detail below.

The Board also encourages applicants like CSXT and L&I to negotiate mutually acceptable agreements with affected communities and other government entities to address potential environmental impacts, if appropriate. Negotiated agreements can be with neighborhoods, communities, or other entities. If Applicants enters into any negotiated agreements, the Board would require compliance with the terms of any such agreements as environmental mitigation conditions in any final decision approving the Proposed Transaction. These negotiated agreements would supersede any environmental conditions for that particular community or other entity that the Board would otherwise impose.

Preliminary Nature of Environmental Mitigation

OEA emphasizes that all of the environmental mitigation measures proposed here are preliminary, and welcomes public and agency comment on these measures. In order for OEA to assess the public comments effectively, the public should be specific about any desired mitigation and the reasons why the suggested mitigation would be appropriate.

After considering all public comments on the Draft EA, OEA will issue a Final EA responding to any comments on the Draft EA (including any suggestions related to mitigation) and presenting any additional environmental analysis. The Final EA will contain OEA's final recommendations to the Board, including final recommended environmental mitigation. The Board will then make its final decision regarding the Proposed Transaction in accordance with 49 U.S.C. §§ 11324(c) and (d).

7.1 Applicants' Voluntary Mitigation Measures

As part of their application, Applicants submitted proposed voluntary mitigation measures to OEA for the Board to consider. OEA has reviewed the voluntary mitigation measures, and should the Proposed Transaction be approved, OEA recommends that the Board require Applicants to comply with all of the voluntary mitigation measures submitted.

Below, OEA presents for public review and comment, Applicants' current voluntary mitigation measures (identified as VM #). Applicants divided their mitigation measures in two parts: (1) construction-related VMs (i.e., those related to the proposed upgrades under the Proposed Transaction, all of which would take place within the existing right-of-way of the Line) and (2) VMs related to proposed train operations on the Line under the Proposed Transaction.

Construction –related VMs

Grade Crossing Safety

VM 1. Where transaction-related grade-crossing rehabilitation is mutually agreed to by Applicants and INDOT or KYTC, Applicants will assure that rehabilitated roadway approaches and rail line crossings meet or exceed the standards of the state Department of Transportation's rules, guidelines, or statutes, and the American Railway Engineering and Maintenance of Way Association (AREMA) standards, with a goal of eliminating rough or humped crossings to the extent reasonably practicable.

VM 2. Applicants will coordinate with INDOT or KYTC, as appropriate and the appropriate counties and affected communities along the Line to install temporary notification signs or message boards, where warranted, in railroad ROW at highway/rail at-grade crossings, clearly advising motorists of the increase in train traffic on affected rail line segments. The format and lettering of these signs will comply with the Federal Highway Administration (FHWA)'s *Manual on Uniform Traffic Control Devices* (FHWA 2009) and will be in place no less than 30 days before and 6 months after the Applicants' initiate operational changes associated with the Proposed Transaction.

VM 3. Within six months of acquisition of a freight easement over the Line, Applicants will consult with affected communities to improve visibility at highway rail at-grade crossings by clearing vegetation and other obstructions.

VM 4. Within six months of acquisition of a freight easement over the Line, Applicants will cooperate with the INDOT and other appropriate local agencies to coordinate a review of corridors surrounding highway/rail at-grade crossings to examine safety and adequacy of the existing warning devices, and identify remedies to improve safety for highway vehicles.

VM 5. Within six months of Applicants' initiating operational changes associated with the Proposed Transaction, Applicants will cooperate with school and park districts to identify at-grade crossings where additional pedestrian warning devices may be warranted.

VM 6. Applicants will adhere to all applicable Federal Occupational Safety and Health Administration (OSHA), Federal Railroad Administration, and state construction and operational safety regulations to minimize the potential for accidents and incidents on the Line.

VM 7. In undertaking Transaction-related construction activities, Applicants will use practices recommended by AREMA and recommended standards for track construction in the AREMA Manual for Railway Engineering.

VM 8. During Transaction-related construction concerning at-grade crossings, when reasonably practicable, Applicants will consult with the INDOT and the KYTC regarding detours and associated signage, as appropriate, or maintain at least 1 open lane of traffic at all times to allow for the quick passage of emergency and other vehicles.

VM 9. Applicants will minimize temporary road closures during construction activities associated with the rail line upgrade and new siding construction. Applicants will manage construction schedules to:

- Minimize highway/rail at-grade crossing closures; and
- Notify local emergency service providers of highway/rail at-grade crossing closure schedules.

VM 10. To the extent reasonably practicable, Applicants will confine construction traffic to a temporary access road within the construction right-of-way or established public roads. Where traffic cannot be confined to temporary access roads or established public roads, Applicants will make necessary arrangements with landowners to gain access from private roadways. The temporary access roads will be used only during Transaction-related construction. Any temporary access roads constructed outside the rail line right-of-way will be removed and restored upon completion of construction unless otherwise agreed to with the landowners.

Water Resources

VM 11. Applicants will compensate in accordance with U.S. Army Corp of Engineers (USACE) regulations in both Kentucky and Indiana for wetland impacts that cannot be avoided and for impacts that are determined by USACE to be on waters of the United States for construction related to the Transaction.

VM 12. To minimize sedimentation into streams and waterways during construction, Applicants will use Best Management Practices, such as silt fences and straw bale dikes, to minimize soil erosion, sedimentation, runoff, and surface instability during Transaction-related construction activities. Applicants will seek to disturb the smallest area possible around any streams and will conduct reseeding efforts to ensure proper revegetation of disturbed areas as soon as reasonably practicable following Transaction-related construction activities.

VM 13. In order to control erosion, Applicants will establish staging and lay down areas for Transaction-related construction material and equipment at least 50 feet from jurisdictional waters of the U.S. and in areas that are not environmentally sensitive. Applicants will not clear

any vegetation between the staging area and the waterway or wetlands. To the extent reasonably practicable, areas with non-jurisdictional isolated waters will not be used for staging and lay down and will only be impacted when necessary for construction. When Transaction-related construction activities, such as culvert and bridgework, require work in streambeds, Applicants will conduct these activities, to the extent reasonably practicable, during low-flow conditions.

VM 14. During Transaction-related construction activities, Applicants will require all contractors to use Best Management Practices, including daily inspections of all equipment for any fuel, lube oil, hydraulic, or antifreeze leaks. If leaks are found, Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.

VM 15. Applicants will employ Best Management Practices to control turbidity and disturbance to bottom sediments of surface waters during Transaction-related construction. Applicants will implement Best Management Practices in wetlands or other waters of the U.S. to avoid adverse downstream impacts on fish, mussels, and other aquatic biota.

VM 16. During Transaction-related construction, Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points unless approved by appropriate federal or state permits.

VM 17. During Transaction-related construction activities, Applicants will, to the extent reasonably practicable and consistent with Best Management Practices, ensure that any fill placed below the ordinary high water line of wetlands and streams is appropriate material selected to minimize impacts to the wetlands and streams. All stream crossing points will be returned to their pre-construction contours to the extent reasonably practicable and the crossing banks will be reseeded or replanted with native species immediately following project-related construction.

VM 18. Applicants will obtain a National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit from U.S. Environmental Protection Agency (USEPA) or appropriate state agencies for Transaction-related construction activities that warrant such compliance.

VM 19. Prior to any Transaction-related construction activities, Applicants will comply with any regulations required in the preparation of a construction Stormwater Pollution Prevention Plan.

Biological Resources

VM 20. Before beginning Transaction-related construction activity, Applicants will survey all suitable habitats potentially impacted by the construction activity for state-listed threatened or endangered plant species. If any listed plant species are located, Applicants will implement a mitigation plan in consultation with the appropriate federal and state agencies.

VM 21. In order to avoid a take of the federally endangered Indiana bat, Applicants will not clear trees during its roosting period (April 1 – September 30).

VM 22. During Transaction-related construction, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction-related impacts to the area within the existing right-of-way.

VM 23. Applicants will employ Best Management Practices to implement their current noxious weed control program during construction and operation of Transaction-related sidings. All herbicides used by the Applicants will be approved by U.S. Environmental Protection Agency.

Air Quality

VM 24. To minimize fugitive dust emissions created during Transaction-related construction activities, Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures. Applicants will also regularly operate water trucks on haul roads to reduce dust.

VM 25. Applicants will work with their contractors to make sure that Transaction-related construction equipment is properly maintained and that mufflers and other required pollution-control devices are in working condition in order to limit construction-related air emissions.

Noise and Vibration

VM 26. Applicants will consult with affected communities and work with the construction contractors to minimize, to the extent reasonably practicable, Transaction-related construction noise disturbances near any residential areas.

Topography, Geology, and Soils

VM 27. Applicants will commence reclamation of disturbed areas as soon as reasonably practicable after Transaction-related construction ends along a particular stretch of rail line. The goal of reclamation will be the rapid and permanent reestablishment of native ground cover on disturbed areas. If weather or season precludes the prompt reestablishment of vegetation, Applicants will use measures such as mulching or erosion control blankets to prevent erosion until reseeding can be completed.

VM 28. Applicants will limit ground disturbance to only the areas necessary for Transaction-related construction activities.

VM 29. Applicants will review the limits of land disturbance prior to Transaction-related construction to determine whether any U.S. Department of Commerce, National Geodetic Survey monuments (that is, a government owned permanent survey marker) would be disturbed. If any survey monuments would be disturbed, Applicants will give a 90-day notification to the National Geodetic Survey.

VM 30. Applicants will require contractors to dispose of waste generated during Transaction-related construction activities in accordance with all applicable federal, state, and local regulations.

VM 31. Applicants will make reasonable efforts to identify all utilities that are reasonably expected to be materially affected by Transaction-related construction within their existing right-of-way or that cross their existing right-of-way. Applicants will notify the owner of each such utility identified prior to commencing Transaction-related construction activities and coordinate with the owner to minimize damage to utilities. Applicants will also consult with utility owners to ensure that utilities are reasonably protected during Transaction-related construction activities.

VM 32. During Transaction-related construction activity, Applicants will take reasonable steps to ensure contractors use fill material appropriate and in accordance with applicable regulations for the project area.

Operations-related VMs

Rail Operations

VM 33. Applicants will install power switches along the Line where they determine that manual switches could cause stopped trains to block grade crossings for excessive periods of time and that power switches would increase the speed of rail traffic and reduce the likelihood of such blockages.

Transportation

VM 34. Applicants will examine train operations to identify reasonable ways to reduce highway/rail at-grade crossing blockages.

VM 35. Applicants will cooperate with the appropriate state and local agencies and municipalities to:

- Evaluate the possibility that roadways listed in Table C-1 (Appendix C) of the Draft EA could be closed at the point where it crosses the Line, in order to eliminate the at-grade crossing;
- Improve or identify modifications to roadways that would reduce vehicle delays by improving roadway capacity over the crossing by construction of additional lanes;
- Assist in a survey of highway/rail at-grade crossings for a determination of the adequacy of existing grade crossing signal systems, signage, roadway striping, traffic signaling inter-ties, and curbs and medians; and
- Identify conditions and roadway, signal, and warning device configurations that may trap vehicles between warning device gates on or near the highway/rail at-grade crossing.

Grade Crossing Safety

VM 36. For up to three years from the date that Applicants' initiate operational changes associated with the Proposed Transaction, CSXT will make Operation Lifesaver programs available to communities, schools, and other appropriate organizations located along the Line.

VM 37. For each of the public grade crossings on the Line, Applicants will provide and maintain permanent signs prominently displaying both a toll-free telephone number and a unique grade-crossing identification number in compliance with Federal Highway Regulations (23 C.F.R. Part 655). The toll-free number will enable drivers to report accidents, malfunctioning warning devices, stalled vehicles, or other dangerous conditions and will be answered 24 hours per day by Applicants' personnel.

VM 38. Applicants will continue on-going efforts with community officials to identify elementary, middle, and high schools within 0.5 miles of the Line's right-of-way and provide, upon request, informational materials concerning railroad safety to such identified schools.

VM 39. Applicants will consult with state departments of transportation and other appropriate agencies and will abide by the reasonable requirements of INDOT or KYTC prior to

constructing, relocating, upgrading, or modifying highway/rail at-grade crossing warning devices on the Line.

Hazardous Materials Transportation

VM 40. Applicants will assist in the hazardous materials training of emergency responders for affected communities that express an interest in such training. Applicants will support through funding or other means the training of one representative from each of the communities located along the Line where the transportation of hazardous materials would increase. Applicants will complete the training within three years from the date that they initiate operational changes associated with the Proposed Transaction.

VM 41. Applicants will comply with the current Association of American Railroads “key train” guidelines, found in Association of American Railroads’ Circular No. OT-55-I, and any subsequent revisions.

VM 42. Applicants will incorporate the Line into their existing Transportation Emergency Response Plan (TERP).

VM 43. Applicants will comply with all hazardous materials regulations of the U.S. Department of Transportation (including Federal Railroad Administration and the U.S. Pipeline and Hazardous Materials Safety Administration) and Department of Homeland Security (including the Transportation Security Administration). Applicants will dispose of all hazardous materials that cannot be reused in accordance with applicable law.

VM 44. Upon request from local emergency response organizations, Applicants will implement real-time or desktop simulation emergency response drills with the voluntary participation of local emergency response organizations.

VM 45. Applicants will continue their on-going efforts with community officials to identify the public emergency response teams located along the Line and will provide, upon request, hazardous material training.

VM 46. Applicants will, upon request, conduct Transportation Community Awareness and Emergency Response Program workshops (training for communities through which hazardous materials are transported) in communities along the Line.

VM 47. Applicants will develop internal emergency response plans to allow for agencies to be notified in an emergency, and to locate and inventory the appropriate emergency equipment. Applicants will provide the emergency response plans to the relevant state and local authorities within six months of acquisition of a freight easement over the Line.

VM 48. In accordance with their TERP, Applicants will make the required notifications to the appropriate federal and state environmental agencies in the event of a reportable hazardous materials release. Applicants will work with appropriate agencies such as U.S. Fish and Wildlife Service, Kentucky Department for Environmental Protection (KY DEP), and Indiana Department of Environmental Management to respond to and remediate hazardous materials releases with the potential to affect wetlands or wildlife habitat(s), particularly those of federally threatened or

endangered species. Applicants will adhere to all USEPA regulations described in 40 C.F.R. Part 263 and will coordinate with USEPA, state agencies, and local agencies on spill responses.

Emergency Response

VM 49. Applicants will notify appropriate Emergency Services Dispatching Centers on the Line of all crossings blocked by trains that are stopped and may be unable to move for a significant period of time. Applicants will work with affected communities to minimize emergency vehicle delay by maintaining facilities for emergency communication with local Emergency Response Centers through a dedicated toll-free telephone number.

Water Resources

VM 50. Applicants will maintain drainage ditches as permanent vegetated swales to provide stormwater retention and treatment. Removal of accumulated sediments will be conducted only as necessary to maintain stormwater retention capacity and function.

Biological Resources

VM 51. Applicants will ensure that any herbicides used in right-of-way maintenance to control vegetation are approved by USEPA and are applied by licensed individuals. Application will be limited to the extent necessary for rail operations. Herbicides will be applied so as to prevent or minimize drift off of the right-of-way onto adjacent areas.

Energy Resources

VM 52. Applicants, to the extent reasonably practicable, will adopt efficient fuel saving practices that may include a range of operating practices that will help reduce locomotive emissions, such as shutting down locomotives when not in use and when temperatures are above 40 degrees.

VM 53. Applicants will comply with USEPA emissions standards for diesel-electric railroad locomotives (40 C.F.R. Part 92) when purchasing and rebuilding locomotives.

Noise and Vibration

VM 54. Applicants will work with affected communities that have noise-sensitive receptors that would experience an increase of at least 5 dBA and reach 70 dBA, because of Transaction-related train increases, to mitigate train noise to levels as low as 70 dBA by cost-effective means as are agreed to by an affected community and Applicants. In the absence of such an agreement, Applicants will implement cost-effective mitigation.

VM 55. Applicants will cooperate with interested communities along the Line for the establishment of quiet zones (QZ) and assist in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish QZ.¹⁹

¹⁹ Applicants state that their willingness to cooperate does not commit Applicants to expend funds on a physical project.

VM 56. Applicants will work with their contractors to maintain Transaction-related maintenance vehicles in good-working order with properly functioning mufflers to control noise.

VM 57. In addition to the development of other noise mitigation measures, Applicants will consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors. Applicants will also continue to employ safe and efficient operating procedures that, in lieu of, or as complement to, other noise mitigation measures can have the collateral benefit of effectively reducing noise from train operations. Such procedures will include:

- Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats;
- Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations; and
- Regularly maintaining locomotives and keeping mufflers in good working order.

VM 58. Applicants will comply with Federal Railroad Administration regulations establishing decibel limits for train operations.

VM 59. To minimize noise and vibration, Applicants will install and maintain rail and rail beds according to AREMA standards.

VM 60. Upon request, Applicants will consult with communities affected by wheel squeal at existing locations on the Line, and cooperate in determining the most appropriate methods for implementing VM 57.

Monitoring and Enforcement

VM 61. Upon approval of the Application by the Board, Applicants will submit semi-annual reports to the Board's Office of Environmental Analysis (OEA) on the progress of, implementation of, and compliance with the mitigation measures for a period covering the first three years of operational changes.

7.2 OEA's Preliminary Mitigation Measures

OEA preliminarily recommends the following additional mitigation measures (MM) to minimize or avoid for potential Transaction-related impacts. OEA's recommended mitigation includes measures to address specific concerns raised by the communities of Greenwood, IN and Whiteland, IN in written comments submitted during the early stages of the environmental review process and the Board's deliberations of the transportation merits of the case, respectively.

Transportation

MM 1. To address potential safety impacts at public at-grade crossings, Applicants shall complete a Grade Crossing Mitigation Plan (GCMP) prior to moving Transaction-related train traffic on the Line. In preparing the GCMP, Applicants shall meet with the INDOT and KYTC, within 45 days of the effective date of any Board approval of the Proposed Transaction, to begin determining the need for grade crossing protection upgrades at each public at-grade crossing on

the Line. Applicants shall update the Board's OEA on the status of the GCMP in their semi-annual mitigation and enforcement reports to OEA.

MM 2. To the extent practicable, Transaction-related siding extensions and new sidings shall be located and designed to minimize blockages of public at-grade crossings by slow-moving trains entering and exiting the sidings.

MM 3. To supplement VM 49, once Transaction-related train traffic begins to move on the Line, Applicants shall promptly notify the appropriate Emergency Services Dispatching Center(s) when a stopped or slowly moving train will not clear a public at-grade crossing within 10 minutes.

MM 4. To assist with the timely response of emergency service providers transporting patients to Schneck Medical Center, Applicants shall consult with appropriate emergency service providers (e.g., including the Seymour and Hamilton fire departments in Seymour, IN) to install a closed-circuit television system (CCTV) with video cameras (or another comparable system or acceptable option) so that train movements and blocked at-grade crossings within the City of Seymour can be monitored in real time. Applicants shall pay for the necessary equipment, equipment installation, and equipment training for up to two individuals from each affected emergency service provider. Applicants shall work with the appropriate emergency service providers to determine specifications and scheduling for the installation of the system. Once installed and operational, Applicants shall be responsible for the ongoing maintenance of the system.

MM 5. To supplement VM 5, within six months of Applicants initiating operational changes associated with the Proposed Transaction, Applicants shall cooperate with residential communities, schools and park districts to identify at-grade crossings where additional pedestrian warning devices may be warranted.

MM 6. Applicants shall coordinate with the appropriate state departments of transportation, counties and affected communities along the Line to develop a program for installing temporary notification signs or message boards in the Line's right-of-way at each of the Line's 154 public at-grade crossings, clearly advising motorists of the pending increase in the number, length and speed of trains on the Line. The format and lettering of these signs shall comply with the Federal Highway Administration's 2007 Manual on Uniform Traffic Control Devices. The signs shall be installed no less than 30 days before Transaction-related train traffic begins moving on the Line, and shall remain in place for at least six months after Transaction-related train traffic begins moving on the Line. Applicants shall provide OEA written notice when installation of the signage has been completed at all 154 public at-grade crossings. At least 30 days before any Transaction-related train traffic begins to move on the Line, Applicants shall also publish a notice in a newspaper of general circulation in each county in which the Line is located to advise residents of the pending increase in the number, length and speed of trains on the Line.

MM 7. Prior to initiating Transaction-related construction activities, Applicants shall consult with the City of Greenwood, IN regarding potential design considerations related to Worthsville Road roadway improvements.

MM 8. Applicants shall consult with the City of Greenwood, IN and Indianapolis, IN regarding their potential interest in moving passenger trains on the Line.

Hazardous Waste

MM 9. For the Brook siding, residual contamination from a previous leaking underground storage tank incident at a former Conrail, now L&I, property could be encountered during Transaction-related construction and upgrading activities. Applicants shall ensure that their employees and contractors are prepared to monitor for contaminated soils and to excavate, document, and dispose of affected material, as needed, in compliance with applicable environmental and health and safety laws and regulations.

Water Resources

MM 10. Prior to initiating Transaction-related construction activities within floodplains, Applicants shall obtain a Construction in a Floodway Permit from the Indiana Department of Natural Resources.

MM 11. Prior to initiating Transaction-related construction activities within waters of the United States including wetlands, Applicants shall obtain a Section 404 permit under the Clean Water Act from the U.S. Army Corps of Engineers, as applicable.

MM 12. Prior to initiating Transaction-related construction activities within waters of the United States including wetlands, Applicants shall obtain a Water Quality Certification from the Indiana Department of Environmental Management, as applicable.

Biological Resources

MM 13. During replacement of the Flatrock River Railroad Bridge, Applicants shall avoid stream channel disturbance during the primary fish spawning season (April 1 through June 15).

Historic Preservation

MM 14. CSXT and L&I shall retain their interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, bridges and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register of Historic Places until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. § 470f, has been completed. CSXT and L&I shall report back to the Board's OEA regarding any consultations with the Indiana SHPO, Kentucky SHPO and the public. CSXT and L&I may not initiate any Transaction-related construction activities (including but not limited to siding construction and bridge replacement) until the Section 106 process has been completed and the Board has removed this condition.

MM 15. In the event that any unanticipated archaeological sites, human remains, funerary items or associated artifacts are discovered during Transaction-related construction activities, Applicants shall immediately cease all work and will notify the Board's OEA, interested federally recognized tribes, and the Indiana SHPO or Kentucky SHPO, as appropriate, pursuant to 36 C.F.R. § 800.13(b). OEA will then consult with the SHPO, interested federally recognized tribes, the railroads, and other consulting parties, if any, to determine whether additional mitigation measures are necessary.

Community Liaison

MM 16. In response to Transaction-related concerns regarding noise, emergency response and other issue areas, Applicants shall establish a Community Liaison to consult with affected communities, businesses and appropriate agencies; develop cooperative solutions to local concerns; be available for public meetings; and conduct periodic public outreach. Applicants shall establish and staff the Community Liaison position prior to Transaction-related construction activities and for a period of three years following the first movement of Transaction-related trains on the Line.



RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line
 Keeton, Burcum (Heritage Council)
 09/20/2013 08:59 AM

E1 - 20487

To:

David.Navecky@stb.dot.gov

Hide Details

From: "Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov>

To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>

History: This message has been replied to.

No worries -

I have read through the materials, and we can accept a proposed APE based on the 70dba contours, which I understand to be approximately 75 feet from the center line of the rail.

Since there is potential for direct and indirect effects to cultural resources along the path of the Line, we will need a survey of above ground resources over 50 years of age, and also any planned ground disturbance will require an archeological survey.

I hope that answers your questions. Thanks,

Burcum H. Keeton, MHP

Transportation Historic Architecture Review Coordinator
 Kentucky Heritage Council/State Historic Preservation Office
 300 Washington St.
 Frankfort, KY 40601
 P (502) 564-7005, ext. 147

From: David.Navecky@stb.dot.gov [<mailto:David.Navecky@stb.dot.gov>]

Sent: Thursday, September 19, 2013 8:44 PM

To: Keeton, Burcum (Heritage Council)

Subject: Re: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

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Dave

-----"Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov> wrote: -----

To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>
From: "Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov>
Date: 09/11/2013 11:39AM
Subject: Re: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

Thank you - I have received the email with attachments. I am out of the office this afternoon, but will look at this tomorrow when I am back at my desk.

Burcum

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> attached file: Draft EA_Executive Summary.pdf)
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> <Draft EA_Executive Summary.pdf>



RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line
Keeton, Burcum (Heritage Council)
09/20/2013 09:43 AM

EI-20488

To: David.Navecky@stb.dot.gov
Hide Details
From: "Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov>
To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>

Dave,

Since this is a re-initiation, and I was not involved with the initial consult, it would be helpful to have a formal letter that thoroughly describes the undertaking.

We do not require a specific cultural resource firm do the survey, but I can tell you the ones that have previously worked with our office include, but are not limited to the following firms:

- Cultural Resource Specialists (CRA)
- Corn Island
- John Milner and Associates
- CDM Smith

Thanks,

Burcum H. Keeton, MHP

Transportation Historic Architecture Review Coordinator
Kentucky Heritage Council/State Historic Preservation Office
300 Washington St.
Frankfort, KY 40601
P (502) 564-7005, ext. 147

From: David.Navecky@stb.dot.gov [mailto:David.Navecky@stb.dot.gov]
Sent: Friday, September 20, 2013 9:35 AM
To: Keeton, Burcum (Heritage Council)
Subject: RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

Burcum -

Thanks for the guidance. Would your office like a formal letter first that summarizes the undertaking again and proposes the APE based on the 70 dBA contour and that the APE will be

surveyed for structures 50 years of age or older? The letter would also state that there would be no ground disturbance and therefore no need for archaeological surveys.

With or without the letter, we'll get started on preparing for the structure survey. Do you require the cultural firm that will do the survey be from a KY SHPO approved list or anything of that nature? My preference would be to ensure that firm has had experience working with your office.

Thanks,

Dave

-----"Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov> wrote: -----

To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>
 From: "Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov>
 Date: 09/20/2013 08:59AM
 Subject: RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

No worries -

I have read through the materials, and we can accept a proposed APE based on the 70dba contours, which I understand to be approximately 75 feet from the center line of the rail.

Since there is potential for direct and indirect effects to cultural resources along the path of the Line, we will need a survey of above ground resources over 50 years of age, and also any planned ground disturbance will require an archeological survey.

I hope that answers your questions. Thanks,

Burcum H. Keeton, MHP

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 300 Washington St.
 Frankfort, KY 40601
 P (502) 564-7005, ext. 147

From: David.Navecky@stb.dot.gov [<mailto:David.Navecky@stb.dot.gov>]
Sent: Thursday, September 19, 2013 8:44 PM
To: Keeton, Burcum (Heritage Council)
Subject: Re: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

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To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>
 From: "Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov>
 Date: 09/11/2013 11:39AM
 Subject: Re: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

Thank you - I have received the email with attachments. I am out of the office this afternoon, but will look at this tomorrow when I am back at my desk.

Burcum

On Sep 11, 2013, at 10:36 AM, "David.Navecky@stb.dot.gov"
<David.Navecky@stb.dot.gov> wrote:

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EO-2288



RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

David Navecky to: Keeton, Burcum (Heritage Council)

11/05/2013 01:52 PM

Burcum -

Following up on my voice mail message this afternoon, I understand that Melanie Griffin has requested a letter from you regarding the APE and survey scope for this project (i.e., undertaking). Until you get a chance to get that letter out, I would like to use this email and your reply below to confirm the APE and survey scope so we can get the cultural resources contractor out in the field to begin the survey.

As agreed to below, the APE will be based on the 70 dBA contour under the proposed increase in train numbers. The 70 dBA contour is approximately 75 feet from the center line of the rail line. The scope of survey within the APE will be of above ground resources over 50 years of age.

Ground disturbance is not a component of the proposed undertaking, and therefore, an archaeological survey will not be conducted at this time.

A short reply of confirmation to this email would be appreciated.

Thanks,

Dave Navecky
202-245-0294

"Keeton, Burcum (Heritage Council)"

No worries - I have read throu...

09/20/2013 08:59:33 AM

From: "Keeton, Burcum (Heritage Council)" <Burcum.Keeton@ky.gov>
To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>
Date: 09/20/2013 08:59 AM
Subject: RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

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EI-20489



RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

Keeton, Burcum (Heritage Council)

11/05/2013 02:05 PM

To: David.Navecky@stb.dot.gov

History:

This message has been replied to and forwarded.

Dave,

Sorry for the delay with the letter, you should be receiving it shortly. I will be happy to send you an additional copy via email once it is signed. In the meantime, we can agree with the APE determination as being a 70 dBA contour, which is approximately 75 feet from the center line of the rail line. Also, although an archeological survey is not anticipated at this time, any new planned ground disturbance may require an additional archaeological survey.

A useful link can be found on our website

<http://www.heritage.ky.gov>

with specifications for conducting fieldwork and generating reports at

<http://www.heritage.ky.gov/NR/rdonlyres/5757C6A1-E8E0-4B5E-BE0F-7AF5B78C6BF1/0/2006FieldworkCRspecs.pdf>

Thank you - Please let me know if you need anything else.

Burcum H. Keeton, MHP

Transportation Historic Architecture Review Coordinator
Kentucky Heritage Council/State Historic Preservation Office
300 Washington St.
Frankfort, KY 40601
P (502) 564-7005, ext. 147

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

From: David.Navecky@stb.dot.gov [mailto:David.Navecky@stb.dot.gov]

Sent: Tuesday, November 05, 2013 1:53 PM

To: Keeton, Burcum (Heritage Council)

Subject: RE: FD 35523: CSX's Proposed Joint Use of an L&I Railroad Line

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EI - 20368
Rec'd 12/26/13

STEVEN L. BESHEAR
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

BOB STEWART
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

CRAIG POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

December 17, 2013

Victoria Rutson, Director
Office of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423-0001

**Re: CSX Proposed Joint Use of an L&I Railroad Line
Finance Docket No. 35523, CSX Transportation Inc. -Acquisition- Louisville Indiana Railroad**

Dear Ms. Rutson,

Pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 USC Sec 470f), and implementing regulations at 36 CFR Part 800, The Kentucky State Historic Preservation Office received for review and comment a request for reinitiating consultation for the above referenced project. The undertaking proposes that CSXT (CSXT Transportation, Inc.) acquire an operating easement that would enable CSXT to jointly operate trains with the Louisville & Indiana Railroad Company, Inc. (L&I) over L&I's rail line between Indianapolis, Indiana and Louisville, Kentucky. CSX proposes to make improvements to the rail line that would allow CSXT to move longer, faster, and heavier trains than the L&I rail line can currently accommodate. Approximately 1.5 miles of the total rail line is in Kentucky.

It is our understanding that the rail line improvements in Kentucky would consist of replacing the existing jointed rail with a heavier weighted, continuously welded rail; replacement of deteriorated ties, and the resurfacing of the top layer of ballast. The replacement activity is expected to occur entirely within the right of way and is typically conducted using rail mounted heavy equipment. Train capacity along the route will increase daily by 13 trains per day, allowing for a total of 16 trains per day. While it appears that the project is only dealing with the rehabilitation of existing track in the existing railroad right of way, there is the potential for direct and indirect effects to cultural resources along the path of the rail line. An area of potential effect (APE) has initially been determined with concurrence from our office, as 75 feet from the center of the rail line (based on the 70dba contours shown).

In our letter dated August 1, 2011, we requested that a survey of above ground resources of over 50 years of age be completed within the APE. To date, we have no record of receiving such survey, which was requested pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 USC Sec 470f), and implementing regulations at 36 CFR Part 800. This requested survey is consistent with the Draft Environmental Assessment (received 9/11/2013) which recognizes the potential of this undertaking to affect historic properties. Specifications for conducting the fieldwork and generating such reports on our website at: <http://www.heritage.ky.gov>

If the project design or boundaries change, this office should be consulted to determine the nature and extent of additional documentation that may be needed. Thank you for coordinating with this office; if you should have any questions, please contact Burcum Keeton of my staff at (502) 564-7005, ext. 147.

Sincerely,

Craig A. Potts
Executive Director and
State Historic Preservation Officer

CP:PJ



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

EO-2246

Office of Environmental Analysis

March 21, 2014

Re: STB Docket No. FD 35523, CSX Transportation, Inc. – Joint Use – Louisville and Indiana Railroad Company, Inc.: Consultation on Scope of Supplemental Environmental Assessment

Dear Interested Party:

The purpose of this letter is to request your input on the scope of a Supplemental EA, described below. We appreciate receiving any scoping comments you may have by **April 22, 2014**.

CSX Transportation, Inc. (CSXT) and Louisville & Indiana Railroad, Inc. (L&I) submitted an application to the Surface Transportation Board (Board) in 2013 seeking approval for joint use by CSXT and L&I of L&I's 106.5-mile rail line between Indianapolis, Indiana and Louisville, Kentucky (see attached figure). The proposed joint use would result in an increase in train traffic on the L&I line and changes in train movements on CSXT's own rail line network. Before deciding on whether to approve this "Proposed Transaction," the Board must consider the potential environmental effects of its decision.

Representing the first step in the environmental review process, the Board's Office of Environmental Analysis (OEA) issued a Draft Environmental Assessment (EA) in August 2013. Some of the comments received on the document raise environmental concerns not assessed in the Draft EA. Consequently, OEA determined that additional environmental analysis is necessary and will prepare a Supplemental EA.

Description of the Proposed Transaction

CSXT and L&I (together known as Applicants) are seeking the Board's permission for CSXT to acquire an operating easement that would allow additional CSXT trains to operate over the L&I rail line, along with L&I trains that are already operating over L&I's rail line. CSXT would pay L&I \$10 million dollars for the operating easement. CSXT would also spend between \$70 and \$90 million to improve L&I's rail line to allow CSXT to move trains that are longer (from current 5,100-foot long trains to proposed 7,500-foot long trains), faster (from the current 15 to 25 miles per hour to proposed 49 miles per hour), and heavier (from current railcars that can carry 263,000 pounds of freight to proposed railcars that can carry 286,000 pounds of freight) than what the L&I rail line can currently accommodate.

Proposed Improvements to the L&I Line. The CSXT-proposed improvements to the L&I rail line include installing heavier-weight and continuously welded rail over the entire 106.5-mile rail line, adding “hot box” detectors (i.e., track-side devices that can detect overheated axel bearings on passing railcars), replacing older cross-ties, adding new ballast, and replacing the Flatrock River Railroad Bridge (an existing bridge with height and weight restrictions), located in Columbus, Indiana. CSXT could also increase the length of rail sidings at Elvin and Brook, Indiana, and build new sidings at Crothersville and Underwood, Indiana to make it easier for trains to pass one another on the L&I rail line. All these changes would allow CSXT to move freight more quickly and more economically than it can today. *The Proposed Transaction would not include any construction on or physical improvements to any of CSXT’s rail lines.*¹

CSXT states that if the Board approves the proposal, it would take approximately seven years for CSXT to complete the planned improvements and it would not materially increase its train traffic on the L&I rail line until it has completed the proposed rail line improvements. Once completed, CSXT would shift some its trains, mostly carrying automobiles and automobile parts, to the L&I rail line.

Proposed Changes in Train Traffic. Today, between two and seven trains (mostly L&I but a few CSXT) operate on L&I’s rail line between Indianapolis and Louisville. The L&I trains serve rail customers along the 106.5-mile rail line and transport a variety of commodities, including cement, chemicals, food products, grain, lumber, manufactured goods, paper, plastics, scrap and steel. The few CSXT trains currently operating over the L&I rail line do not serve shippers located on the L&I rail line; rather, they move over the rail line to other destinations (called “through traffic”).

If the Board should approve the Applicants’ Proposed Transaction, CSXT would shift between 13 and 15 trains per day to the L&I rail line (see attached table). Most of these trains would come from CSXT’s Louisville to Sydney rail line (consisting of all or portions of CSXT’s LCL, Cincinnati Terminal, Toledo subdivisions). The rerouted CSXT trains would also add to existing traffic on CSXT’s rail line between Indianapolis and Sydney (i.e., the Indianapolis Line Subdivision).

Previous Environmental Review

OEA issued a Draft EA on August 30, 2013 for a one month public review and comment period.² The Draft EA examines the potential impacts of the Proposed Transaction and the No-Action Alternative and the need to mitigate potential adverse environmental impacts. As part of

¹ The CSXT trains would mostly be rerouted from its Louisville, Kentucky to Sidney, Ohio rail line. CSXT explains that this rail line is close to operating capacity and that because of its steep grades and tight curves, CSXT must restrict both the length and speeds of its trains. These steep grades and tight curves also make the physical rail line improvements needed to increase train speeds and operating capacity uneconomically.

² Comments are not being requested on the Draft EA. However, if you would like to peruse the contents of the document, it is available on the Board’s website at www.stb.dot.gov. From the home page, click on “Decision” in the Quick Links box; click on the “Search” button; enter “43214” in the “Search ID” box; and finally click on the date of “8/30/2013.”

its environmental evaluation, OEA staff made a site visit of the area on May 27, 2011. OEA staff was accompanied by CSXT and L&I staff, who provided information on the transaction, operations, and adjoining areas. This site visit allowed OEA to inspect the L&I Rail line and adjoining areas first-hand.

The Draft EA examines the following areas: traffic and grade crossing delay, rail safety and operations, emergency response, community resources and land use, socioeconomics, geology and soils, water resources, biological resources, air quality and climate, noise and vibration, energy, cultural resources, and environmental justice. Additionally, the Draft EA focuses on the potential operational impacts of adding 13 to 15 trains per day to the L&I rail line. The Draft EA analyses indicate that, without mitigation, adverse impacts could occur along the L&I rail line in the subject areas of grade crossing delay and emergency response, noise and vibration, water resources, and biological resources. However, Applicants propose voluntary mitigation and OEA recommends additional mitigation measures that are designed to minimize potential adverse impacts from the Proposed Transaction to below significant levels.

Scope of the Supplemental EA

The Supplemental EA will focus on the potential operational impacts of moving an additional 11 trains per day between Indianapolis, Indiana and Sydney, Ohio on CSXT's Indianapolis Line Subdivision. Potential operational impacts of interchanging the rerouted CSXT trains between the L&I rail line and CSXT's LCL and Indianapolis Line subdivisions will also be considered. Key potential operational impact categories to be addressed will include grade-crossing safety and vehicle delay, emergency response, and noise and vibration. However, other areas such as land use, community resources, water resources, biological resources and air quality and environmental justice will be evaluated. Potential construction-related impacts from extending two existing L&I rail sidings and constructing up to two new rail sidings on the L&I rail line will also be addressed. However, as noted previously, the Proposed Transaction would not include any construction or ground-disturbing activities on any of the CSXT rail lines.

We encourage you to send us written comments on the scope of the Supplemental EA. Comments may be submitted by mail or electronically using "E-Filing" button on the Board's website (www.stb.dot.gov). *However, OEA strongly encourages the submittal of comments electronically to ensure receipt by April 22, 2014.*

- **Electronically:** For electronic comments, simply click on E-filing and then "Environmental Comments" from the E-Filing button on the Board's website at www.stb.dot.gov. The next web page will be formatted to allow you to fill in your information and comment directly or you can provide your comments in a file attachment.
- **By Mail:** If you are sending your comment by mail, please be aware that there may be up to a week delay in the delivery of mail to federal agencies. Mail written comments to:

Dave Navecky
Surface Transportation Board

395 E Street, SW
Room 1104
Washington, DC 20423

If you have questions or need clarification or guidance, please call Dave Navecky at 202-245-0294. You may also email Mr. Navecky at david.naveckyd@stb.dot.gov. We appreciate your time and effort in helping us to carefully evaluate the potential environmental effects here and we look forward to receiving your comments.

Sincerely,

A handwritten signature in black ink that reads "Victoria Rutson". The signature is written in a cursive style with a large initial "V" and "R".

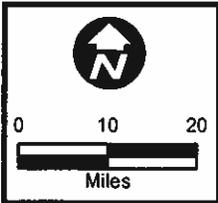
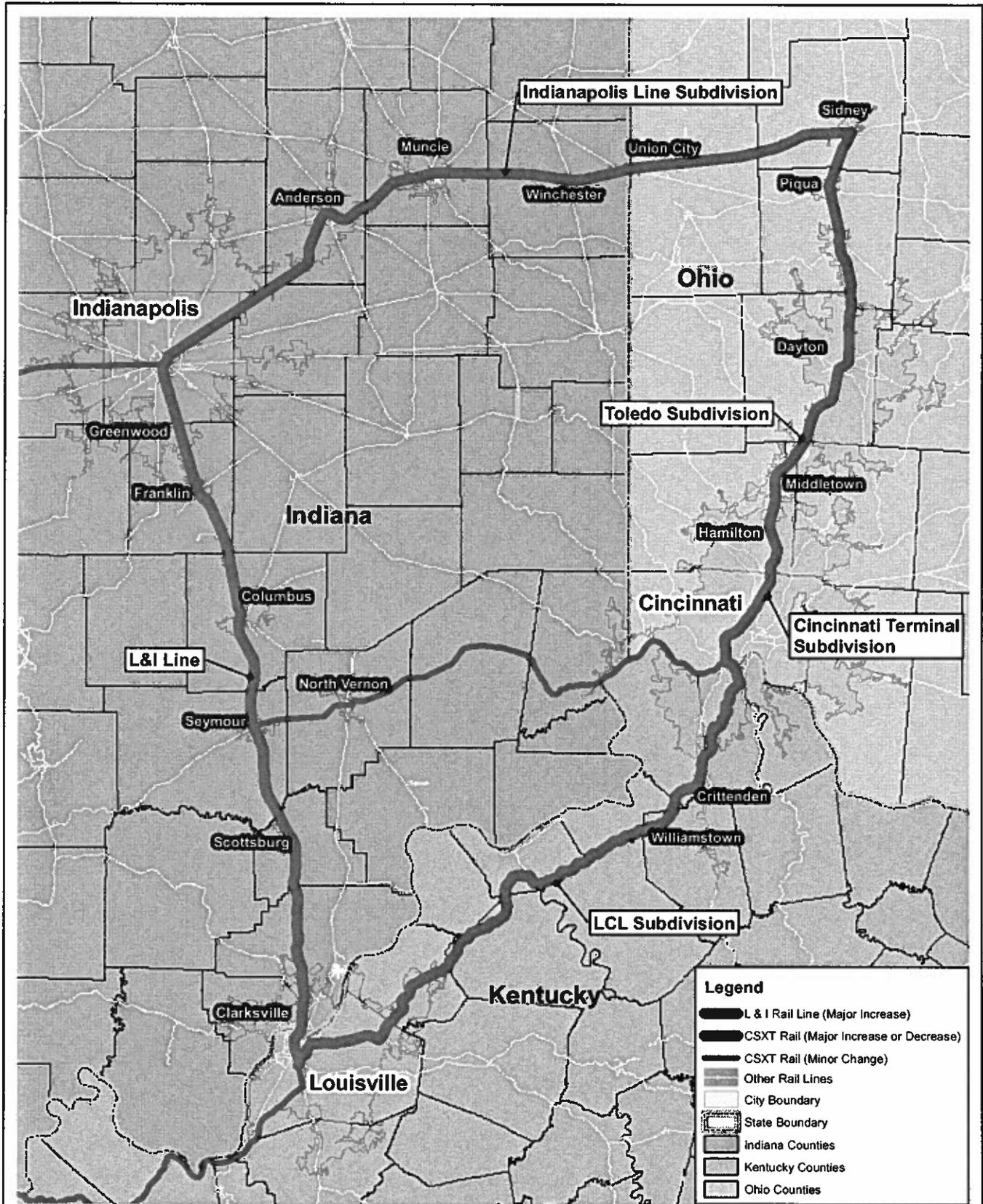
Victoria Rutson
Director
Office of Environmental Analysis

Attachments

**Table 1 - Existing and Future Train Traffic
Under the Proposed Transaction**

<u>Rail Line Segment</u>	<u>Numbers of Trains per Day</u>	
	<u>Current</u>	<u>Proposed</u>
L&I Rail Line		
Indianapolis to Seymour, IN:	2 (2 L&I)	17 (15 CSXT trains added)
Seymour to Louisville, KY	4 to 7 (2 to 5 L&I, 2 CSXT)	17 to 20 (13 CSXT trains added)
CSXT Rail Lines		
Louisville to Cincinnati	17 ^a	8 (9 fewer CSXT trains)
Cincinnati to Sydney	28 – 31 ^a	17 – 20 (11 fewer CSXT trains)
Indianapolis to Sidney	27 ^a	38 (11 CSXT trains added)

^a Estimates provided by CSXT based on third quarter 2013 data.



Rail Lines That Would Experience A Major Increase or Decrease in Rail Traffic Under the Proposed Transaction

CSXT/L&I Joint Use - Supplemental Environmental Assessment

DATE
March 2014

FIGURE
1

Agency	Department	Sal.	First Name	Last Name	Title	Address	City	State	Zip	
Federal	U.S. Army Corp of Engineers	Colonel	KathA	Jandy	Commander	P.O. Box 99	Louisville	KY	40204-0999	
	United States Environmental Protection Agency	M.	Alan	Wells	Director	77 W Jackson Boulevard Mail Code B-7J	Chicago	IL	60604	
	United States Environmental Protection Agency	M.	Kelly	Stubb	Chief, Enforcement and Compliance Planning and Analysis Branch	1500 North Atlanta Federal Center 61 Forsyth Street, SW	Atlanta	GA	30303-9960	
	U.S. Fish & Wildlife Service	M.	Scott	Phail	Field Supervisor	5420 S. Walker Street	Bloomington	IN	47403-2121	
	U.S. Fish & Wildlife Service	M.	Lee	Andrews	Field Supervisor	300 W. Broadway	Frankfort	KY	40601	
	U.S. Fish & Wildlife Service	Dr.	Way	Knapp	Field Supervisor	4625 Morse Road	Columbus	OH	43230-8355	
	United States Department of Agriculture	M.	Terry	Fobzy	State Conservationist	200 North High Street	Columbus	OH	43215	
	United States Department of Agriculture	M.	Kurt	Mason	District Conservationist	77 Corporate Drive	Langston	KY	40503	
	United States Department of Agriculture	M.	Kurt	Mason	District Conservationist	1200 N. Badolton Road	Wt. Washington	KY	40047-7669	
	United States Department of Agriculture	M.				6013 Lakeside Blvd	Indianapolis	IN	46278	
	United States Department of Agriculture	M.			District Conservationist	9608 Highway 62	Chaffin Town	IN	47111-9649	
	United States Department of Agriculture	M.			District Conservationist	55 S. Boatman Road	Scottsburg	IN	47170-4866	
	United States Department of Agriculture	M.			District Conservationist	1300 Woodside Drive	Green Hills	IN	47220	
	United States Department of Agriculture	M.			District Conservationist	1040 2nd Street	Columbus	IN	47381	
	United States Department of Agriculture	M.			District Conservationist	3059 N. Marion Street	Franklin	IN	46131-9162	
	United States National Park Service	M.	Michael	Myrland	Regional Director	601 Riverfront Drive	Omaha	NE	68102-4226	
	United States National Park Service	M.	David	Yelo	Regional Director	100 Alabama Street, SW	Atlanta	GA	30303	
	Eighth District Coast Guard	Captain	Larry	Hewett	Commanding Officer	600 Martin Luther King Place	Louisville	KY	40203-2922	
	National Oceanic & Atmospheric Administration	Asst.	Glenn	Nichell	Director	Room 9925 NC512 Highway	Silver Spring	MD	20910	
	State	Commonwealth of Kentucky	M.	Craig	Potts	Mgr. Site Protection Program	300 Washington Street	Frankfort	KY	40601
		Commonwealth of Kentucky	M.	Willa	Hill	Division of Landfilled Programs	125 Holmes Street	Frankfort	KY	40622
		Commonwealth of Kentucky	Asst.	R. Bruce	Jacil	Commissioner	300 Fair Oaks Lane	Frankfort	KY	40601
		Commonwealth of Kentucky	M.	Glenn	Rider	Director	200 Meigs Street	Frankfort	KY	40622
Commonwealth of Kentucky		M.	Michael	Wiley	Rat Office Manager	700 Capitol Avenue	Frankfort	KY		
State of Indiana		M.	Venetta	Leade	Senior Real Planner	100 N. Senate Avenue RCHH, Room N-955	Indianapolis	IN	46204	
State of Indiana		M.	Jamie	Class	Division Director	100 N. Senate Avenue RCHH, Room N-955	Indianapolis	IN	46204	
State of Indiana		Dr.	Ashe	Adolph	Division Director	402 W. Washington Street	Indianapolis	IN	46204	
State of Indiana		M.	Christie	Harrier	Division Director	402 W. Washington Street	Indianapolis	IN	46204	
State of Indiana		M.	Thomas	Estally	Commissioner	402 W. Washington Street	Indianapolis	IN	46204	
State of Indiana		M.	Andrew	Harris	Director of Intergovernmental Affairs	100 N. Senate Avenue SOUTH 1301	Indianapolis	IN	46204	
State of Indiana		M.	Joe	Waincotti	Indiana Dept. of Transportation, Railroad Section	200 W. Washington Street	Indianapolis	IN	46204	
State of Indiana		M.	Joe	Waincotti	Executive Director	100 N. Senate Street RCHH, Room N901	Indianapolis	IN	46204	
State of Ohio		M.	Burt	Logan	Executive Director & CEO	1302 W. Washington Street	Indianapolis	IN	46204	
State of Ohio		M.	Jeffrey	Wiley	Director	800 E. 7th Avenue 1800 West Broad Street	Columbus	OH	43211	
State of Ohio		M.	Jeffrey	Wiley	Director		Columbus	OH	43223	

Agency	Department	Sal	First Name	Last Name	Title	Address1	Address2	City	State	Zip
State of Ohio	Ohio Real Developmental Commission	M.	Matthew	Dellich	Executive Director	1980 West Blood Street		Columbus	OH	43223
State of Ohio	Ohio Environmental Protection Agency	M.	Craig	Buller	Director	P.O. Box 1049		Columbus	OH	43224-1049
State of Ohio	Ohio Homeland Security	M.	Richard	Baron	Executive Director	1970 West Blood Street		Columbus	OH	43223
State of Ohio	Ohio Emergency Management Agency (Internal - External Affairs)	M.	Tomara	McBride	Branch Chief	1970 West Blood Street		Columbus	OH	43223
State of Ohio	Ohio Department of Natural Resources	M.	Janet	Tehring	Director	2045 Morse Road		Columbus	OH	43229-6993

Agency	Department	Sal.	First Name	Last Name	Title	Address	City	State	Zip
Regional									
Kentucky-Indiana Regional Planning & Development Agency	Executive Office	Mr.	Jack	Couch	Executive Director	11520 Commonwealth Drive	Louisville	KY	40299
Indiana Metropolitan Planning Organization	Executive Office	Ms.	Lori	Wright	Executive Director	300 W. Washington	Indianapolis	IN	46204
Central Indiana Metropolitan Planning Organization	Executive Office	Mr.	Paul	Anderson	Director	123 Washington Street	Indianapolis	IN	47201
State of Indiana Metropolitan Planning Organization	Executive Office	Mr.	Michael W.	Frankle	Assistant Vice President	525 W. Van Buren Street	Chicago	IL	60607
Midwest High-Speed Rail Association		Mr.	Richard	Harris	Executive Director	4765 N. Lincoln Avenue	Chicago	IL	60625
Ohio-Kentucky-Indiana Regional Council of Governments	OH Regional Council of Governments					770 E. Pete Rose Way	Cincinnati	OH	45202
County									
City of Indianapolis and Marion County	City-County Council	Mr.	Pyan	Loughran	President	200 E. Washington	Indianapolis	IN	46204
Johnson County	Board of Commissioners					88 W. Court Street	Franklin	IN	46131
Barnstable County	Board of Commissioners					440 3rd Street	Columbus	IN	47201
Jackson County	Board of Commissioners					111 S. Main	Spencertown	IN	47220
Clark County	Board of Commissioners					One E. McClain Avenue	Scottsburg	IN	47170
Madison County	Board of Commissioners					501 E. Court Avenue	Jeffersonville	IN	47130
Delaware County	Commissioner's Office	Mr.	Don	Olvest	County Administrator	16 E. 9th Street	Anderson	IN	46016
Randolph County	County Commissioners					100 W. Main Street	Muncie	IN	47305
Franklin County	County Commissioners	Mr.	Greg	Fischer	Mayor	100 S. Main Street	Winchester	IN	47394
Clinton County	County Commissioners					527 W. Jefferson	Louisville	KY	40202
Henry County	County Administrative Officers					100 West Jefferson Street	Logansport	KY	40301
Carroll County	Carroll County Community Development Corporation	Mr.	Robert	Yoder	Executive Director	P.O. Box 202	New Castle	KY	40050
Gallatin County	Gallatin County Local Government	Mr.	Carolin	Kath	Judge Executive	P.O. Box 14	Warlaw	KY	41095
Green County	Green County Government	Mr.	Carolin	Kath	Judge Executive	100 North Thomas Street	Owerton	KY	40359
Scott County	Scott County Government					101 North Main Street	Williamstown	KY	41097
Boone County	County Commissioners					2954 Washington Street	Burlington	KY	41005
Kenton County	Kenton County Administration					303 Court Street	Covington	KY	41011
Dekle County	County Commissioners					504 South Broadway	Greenville	OH	45331
Smiley County	County Commissioners					127 East Court Street	Schuyler	OH	45385
Harrison County	County Commissioners					138 East Court Street	Cincinnati	OH	45202
Buller County	County Commissioners					315 High Street	Harrison	OH	45011
Warren County	County Commissioners					404 Justice Drive	Lebanon	OH	45036
Montgomery County	County Commissioners					P.O. Box 972	Dalhousie	OH	45622-1375
Mont County	County Commissioners					200 W. Main Street	Troy	OH	45373
Local									
City of Southport	Mayor's Office	Dr.	Robb	Thomas	Mayor	6901 Delcyphe Road	Southport	IN	46225-5133
City of Greenwood	Mayor's Office	Mr.	Charles	Henderson	Mayor	2 N. Madison	Greenwood	IN	46142
Town of Whiteland	Town Hall	Ms.	Danni	Capozzi	Town Manager	549 Main Street	Whiteland	IN	46184-1552
City of Franklin	Mayor's Office	Mr.	Paul L.	Paris	Mayor	70 E. Monroe	Franklin	IN	46131

Agency	Sal.	First Name	Last Name	Title	Address 1	Address 2	City	State	Zip
Town of Edinburg	Mr.	Ben	Huffman	Council President	P.O. Box 65		Edinburg	TX	78117-0065
City of Columbus	Mr.	Frank	Austin Long	Mayor	123 Washington Street		Columbus	IN	47201
City of Seymour	Mr.	Craig	Verdeman	Mayor	301-309 N Chestnut Street		Seymour	IN	47274
City of Jeffersonville	Ms.	Tom	Calligan	Mayor	500 Quartermaster Court		Jeffersonville	IN	47129
City of Anderson	Mr.	Kevin	Smith	Mayor	120 East 8th Street		Anderson	IN	46016
City of Muncie	Mr.	Dennis	Tyler	Mayor	300 N High Street		Muncie	IN	47305
City of Winchester	Mr.	Steven	Croyle	Mayor	113 E. Washington St.		Winchester	IN	47394
Village of Union City	Mr.	Scott	Joshi	Mayor	419 E. Elm Street		Union City	OH	45390
Town of Sellersburg	Mr.	Paul	Woods	President	316 East Ulrica Street		Sellersburg	IN	47172
City of Union City	Mr.	Bryan	Cookin	Mayor	165 N. Columbia St.		Union City	IN	47390
Village of Versailles	Mr.	Jeffrey	Sullivan	Mayor	177 North Center St		Versailles	OH	45390-0288
City of Sidney	Mr.	Mike	Rehner	Mayor	201 W. Peeler St		Sidney	OH	45345
City of Scottsburg	Mr.	William	Orphan	Mayor	2 East McClain Ave.		Scottsburg	IN	47170
City of Cincinnati	Mr.	John	Charley	Mayor	801 Plum Street		Cincinnati	OH	45202
City of Middletown	Mr.	Larry	Rulligan	Mayor	One Durham Plaza		Middletown	OH	45042-1932
City of Dayton	Ms	Reyn	Whitely	Mayor	111 West Third Street		Dayton	OH	45402
City of Pease	Mr	Gary	Huff	City Manager	301 West Water Street		Pease	OH	43356
City of North Vernon	Mr	Harold	Combs	Mayor	143 East Walnut Street		North Vernon	IN	47161
City of Williamstown	Mr				400 North Main Street		Williamstown	NY	41097
Tribes									
Miami Tribe of Oklahoma	Mr.	Thomas	Combs	Chief	P.O. Box 1326		Miami	OK	74355
Cherokee Nation of Oklahoma	Mr.	John	Ballard	Chief	P.O. Box 110		Miami	OK	74355
Peoria Tribe of Indians of Oklahoma	Mr.	John P	Norman	Chief	P.O. Box 327		Miami	OK	74355
Wichita Tribe of Oklahoma	Mr.	Lesford	Boyd	Chief	62700 East Highway 49		Wichita	OK	74370



EL-20451

STEVEN L. BESHEAR
GOVERNOR

TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL

BOB STEWART
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

CRAIG POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

April 18, 2014

Victoria Rutson
Director, Office of Environmental Analysis
395 E Street, SW
Room 1104
Washington, DC 20423

Re: **STB Docket No. FD-35523, CSX Transportation Inc. Joint Use Louisville and Indiana Railroad Company, Inc: Consultation on Scope of Supplemental Environmental Assessment**

Dear Ms. Rutson,

Pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 USC Sec 470f), and implementing regulations at 36 CFR Part 800, The Kentucky State Historic Preservation Office received a letter from your offices requesting input on the scope of the Supplemental Environmental Assessment mentioned above.

The undertaking proposes, with permission from the Board's Office of Environmental Analysis, to approve acquisition of CSXT trains to operate over the L&I line. It is our understanding that our offices received a Draft Environmental Assessment in August of 2013. We understand that the proposed transaction would not include any construction or ground disturbing activities on any of the CSXT rail lines.

Thank you for coordinating with this office. If the project design or boundaries change, this office should be consulted to determine the nature and extent of additional documentation that may be needed. If you should have any questions, please contact Burcum Keeton of my staff at (502) 564-7005, ext. 147.

Sincerely,

Craig Potts
Executive Director and
State Historic Preservation Officer



EI-20490

June 26, 2014

Melanie Yasbin
The Law Offices of Louis E. Gitomer, LLC
600 Baltimore Ave., Suite 301
Towson, Maryland 21204

RE: Cultural Historic Resource Survey for the Joint Use of the Louisville and Indiana
Railroad in Louisville, Jefferson County, Kentucky
CRA Project No.: K14L002
Contract Publication Series No.: 14-133

Dear Ms. Yasbin:

Enclosed find two copies of the report for the above referenced project. We have forwarded one copy along with the site forms and a CD with photographs to Craig Potts, State Historic Preservation Officer at the Kentucky Heritage Council, on your behalf. The enclosed copies are for your files.

Corporate Headquarters
151 Wallon Avenue
Lexington, KY 40508
office 859.252.4737
fax 859.254.3747
www.cra-ky.com

Please find the invoice enclosed.

Thank you very much; we appreciate your business. If you have any questions, or if we can be of further assistance, please do not hesitate to give us a call.

Sincerely,

Charles M. Niquette, RPA
President

cc: Craig Potts

crh

CULTURAL HISTORIC RESOURCE SURVEY FOR THE JOINT USE OF THE LOUISVILLE AND INDIANA RAILROAD IN LOUISVILLE, JEFFERSON COUNTY, KENTUCKY



by
Holly B. Higgins, MS

Prepared for

***The Law Offices of
Louis E. Gitomer, LLC***

and

***Surface Transportation
Board***

Prepared by



Kentucky | West Virginia | Ohio
Wyoming | Illinois | Indiana | Louisiana | Tennessee
Utah | Virginia | Colorado

CULTURAL HISTORIC RESOURCE SURVEY FOR THE JOINT USE OF THE LOUISVILLE AND INDIANA RAILROAD IN LOUISVILLE, JEFFERSON COUNTY, KENTUCKY

By

Holly B. Higgins, MS

Prepared for

Melanie Yasbin
The Law Offices of Louis E. Gitomer, LLC
600 Baltimore Avenue, Suite 301
Towson, Maryland 21204
Phone: (410) 296-2205
Melanie@lgrailaw.com

Prepared by

Cultural Resource Analysts, Inc.
151 Walton Avenue
Lexington, Kentucky 40508
E-mail: cmniquette@crai-ky.com
Phone: (859) 252-4737
Fax: (859) 254-3747
CRA Project No.: K14L002

Elizabeth G. Heavrin, MHP
Principal Investigator

May 16, 2014

Lead Agency: Surface Transportation Board
Kentucky Heritage Council Project Registration Number FY 14-1769

ABSTRACT

In April 2014, Cultural Resource Analysts, Inc., personnel completed a cultural historic resource survey for the joint use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky. The survey was conducted at the request of Melanie Yasbin of The Law Offices of Louis E. Gitomer, LLC, on behalf of CSX Transportation, Inc., and the Louisville and Indiana Railroad Company, Inc.

The project involves the joint use by CSX Transportation, Inc., and the Louisville and Indiana Railroad Company, Inc., of the Louisville and Indiana Railroad's 106.5 mi railroad line between its connection with CSX Transportation, Inc., in Indianapolis, Indiana, milepost 4.0±, and its connection with CSX Transportation, Inc., in Louisville, Kentucky, milepost 110.5±, including designated sidings and turnouts. CSX Transportation, Inc., plans to fund certain upgrades of the line to remove height and weight restrictions in Indiana. There will be no construction on the Kentucky portion of the line. Once the upgrades are complete, an additional 13 trains a day will be run on the line. The Kentucky Heritage Council (State Historic Preservation Office) requested a cultural historic survey of the Kentucky portion of the project in order to account for the additional noise and vibration associated with the increased train traffic. The proposed project is located in west Louisville, northern Jefferson County, and comprises approximately 1.5 mi of rail line from the Kentucky border with Indiana to Union Station. Through consultation with the Kentucky Heritage Council, the area of potential effect for the project was defined to include those resources located within the 70 dBA contour for the upgraded line, as defined by the noise studies conducted for the Environmental Assessment for the project.

Prior to initiating fieldwork, personnel initiated a review of records maintained by the Kentucky Heritage Council to determine if previously recorded cultural historic resources were located in the area of potential effect. This inquiry revealed eight previously surveyed resources within the area of potential effect, five of which (JFWP 148, the Monon Freight Depot; JFWP 149, the Schlenbaker National Foundry and Machine Company; JFSW 401, Union Station; JFSW 404, Whiteside Bakery; and JFSW436, the Axton-Fisher Tobacco Warehouse) are currently listed and three of which (JFWP 164, the Pennsylvania Railroad Freight Depot; JFWP 327, the Pennsylvania Railroad Bridge, and JFWP 528, the Peaslee-Gaulbert Paint Manufacturing Complex) have been determined eligible for listing in the National Register of Historic Places. Thirty additional, previously unidentified historic resources 50 years of age or older (Sites 3, 5, 8-23, 25, 27-37 [JFWP 614-616, JFWR 3825-3841 and JFSW 979-988]) were also identified and documented during the field survey. Three of these sites (Site 29 [JFSW 980], St. Augustine Roman Catholic Church and School; Site 32 [JFSW 983], an industrial warehouse; and Site 34 [JFSW 985], the Louisville Stove & Tin Company) and the 10 Deco Modern Public Works Administration bridges (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) are recommended eligible for listing in the National Register of Historic Places.

Cultural Resource Analysts, Inc., recommends that the proposed project will result in no adverse effect to the 5 sites currently listed in, and the 16 sites recommended eligible for listing in, the National Register of Historic Places. Because the project area is historically associated with the railroad, increased rail traffic will not diminish any qualities of these properties for which they are eligible for listing in the National Register of Historic Places. As such, Cultural Resource Analysts, Inc., recommends that no historic properties will be adversely affected by the proposed project due to the area's historic association with the railroad.

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I. PURPOSE OF REPORT

In April of 2014, Cultural Resource Analysts, Inc. (CRA), personnel completed a cultural historic resource survey for the joint use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky (Figure 1). The proposed project is located in the west end of Louisville, northern Jefferson County, and comprises approximately 1.5 mi of rail line running from the Kentucky border with Indiana to Union Station. The survey was conducted at the request of Melanie Yasbin of The Law Offices of Louis E. Gitomer, LLC, on behalf of CSX Transportation, Inc. (CSXT), and the Louisville and Indiana Railroad Company, Inc. (L&I).

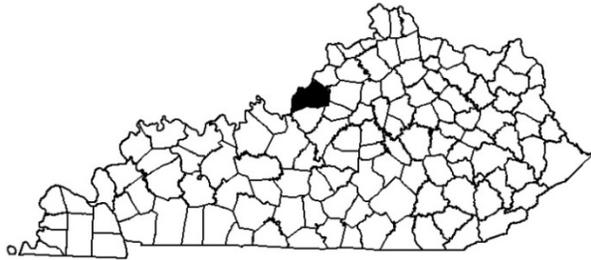


Figure 1. Map of Kentucky showing the location of Jefferson County.

The purpose of the survey was to:

- 1) identify and document all cultural historic sites (aboveground resources 50 years of age or older) located within the area of potential effect (APE);
- 2) evaluate their eligibility for listing in the National Register of Historic Places (NRHP) and recommend boundaries, if eligible; and
- 3) evaluate the effect of the project on any properties included in, or eligible for listing in, the NRHP.

The project involves the joint use by CSXT and L&I of L&I's 106.5 mi railroad line between its connection with CSXT in Indianapolis, Indiana, milepost 4.0±, and its connection with CSXT in Louisville, Kentucky, milepost 110.5±, including designated sidings and turnouts. CSXT plans to fund certain upgrades of the line to remove height and weight restrictions in Indiana. There will be no

construction on the Kentucky portion of the line. Once the upgrades are complete, CSXT plans to run an additional 13 trains a day over the entire line. The Kentucky Heritage Council (KHC, SHPO) requested a cultural historic survey of the Kentucky portion of the project in order to account for the additional noise and vibration associated with the increased train traffic. In consultation with KHC, and for the purpose of the cultural historic survey, the APE was defined to include areas surrounding the line that would experience an increase to 70dBA, as defined by the noise studies conducted during the Environmental Assessment for the project (Figures 2–3). The APE was developed to take into consideration the scale and nature of the proposed project. It encompasses the area in which the proposed project may directly or indirectly affect historic properties.

The survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in, or eligible for nomination to, the NRHP. These regulations include Section 106 of the National Historic Preservation Act of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. Federal actions include the use of federal funds or the granting of a federal permit. CSXT and L&I filed an application pursuant to 49 U.S.C. §11323(a) (6) and 49 C.F.R. Part 1180 seeking approval from the Surface Transportation Board (STB) for the joint use. The STB's regulations in 49 C.F.R. § 1105.7(e)(6) require a noise analysis if rail traffic would increase by at least 100 percent as measured by annual gross ton miles, by eight or more trains per day, or if carload activity at rail yards would increase by at least 100 percent. Since the predicted rail traffic increase on L&I's line is to 20 trains a day, a noise analysis is required (Office of Environmental Analysis 2013:3-57).

The following report is a summary of the survey findings. Holly Higgins and Kathy Martinolich of CRA completed the work described herein during the month of April 2014. Fieldwork for the cultural historic survey was completed in approximately 20 personnel hours on April 15, 2014. Weather was cold, rainy, and windy. Eight previously surveyed

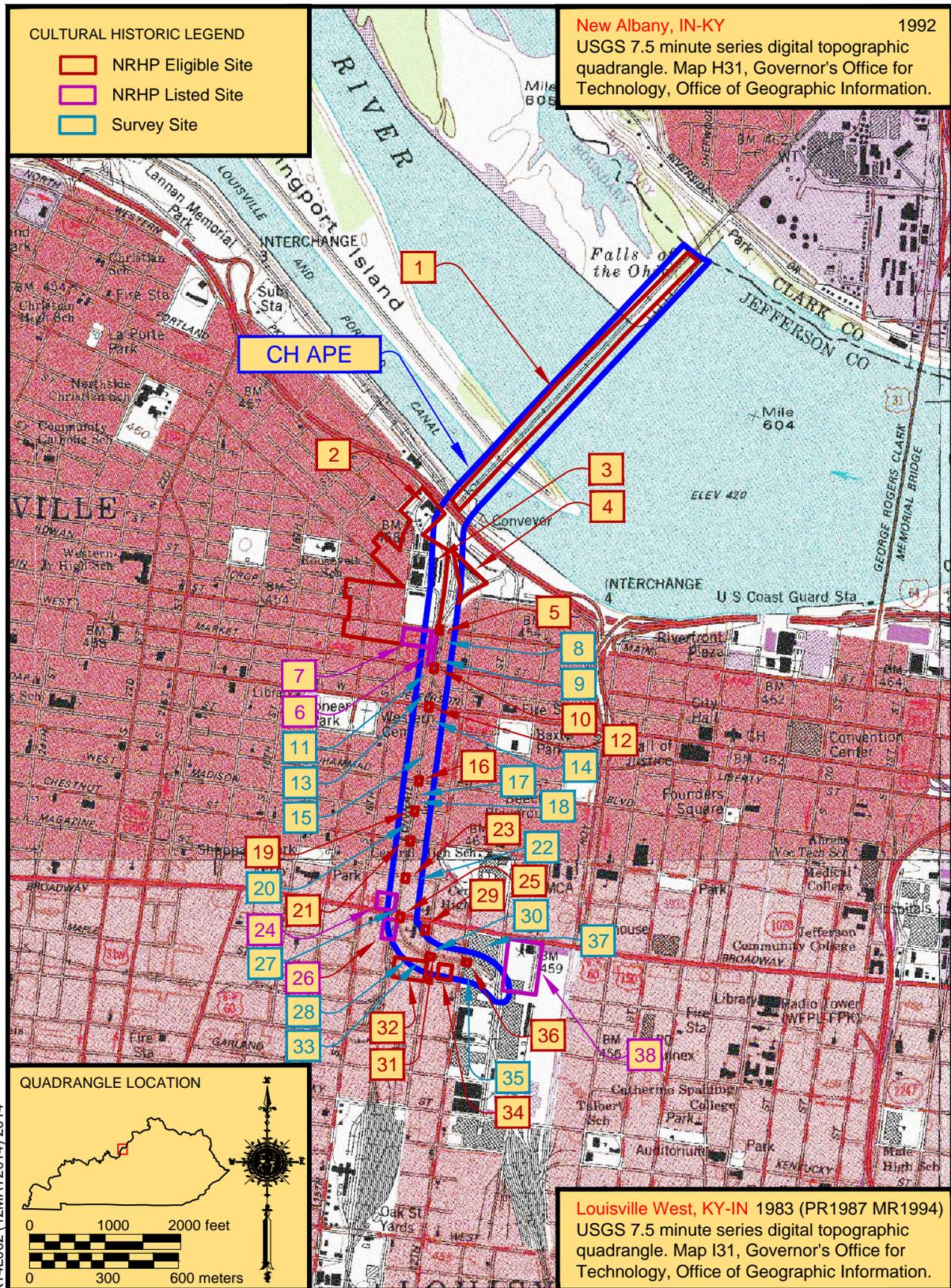


Figure 2. Topographic map depicting the locations of Sites 1-38 within the APE.

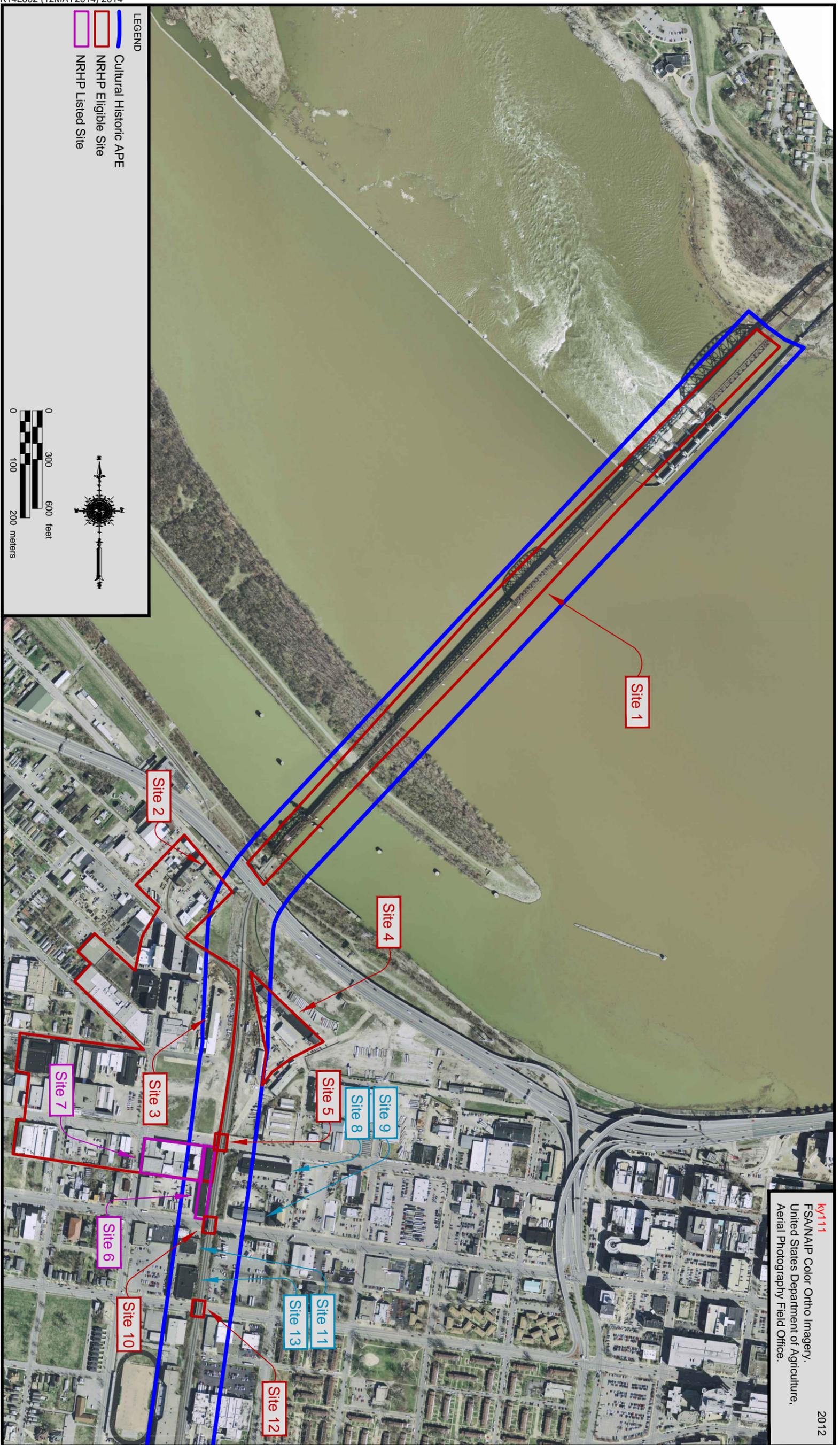


Figure 3a. Aerial depicting the APE and the locations of Sites 1-38.

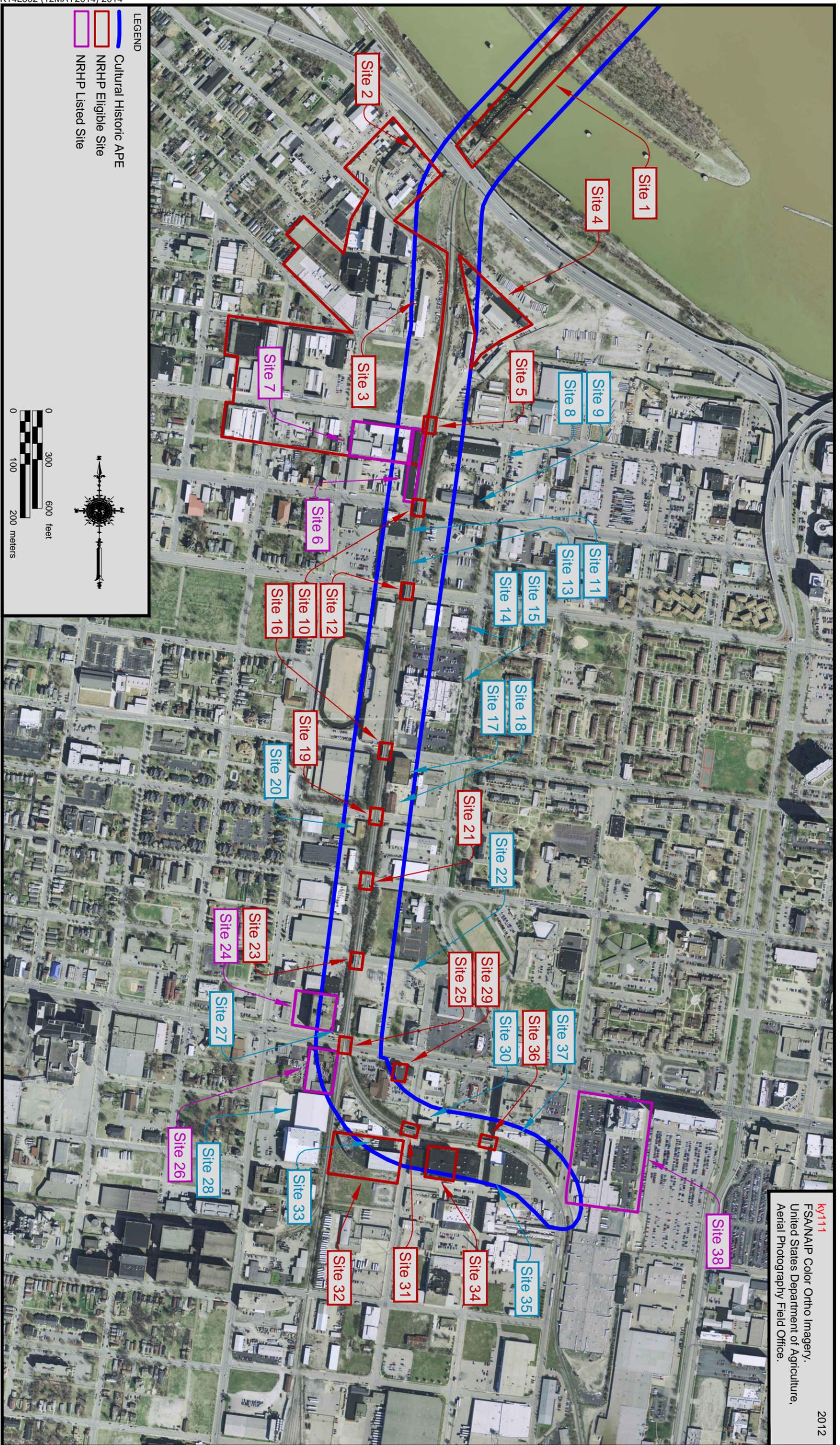


Figure 3b. Aerial depicting the APE and the locations of Sites 1-38.

resources were recorded within the APE, five of which (JFWP 148, the Monon Freight Depot; JFWP 149, the Schlenbaker National Foundry and Machine Company; JFSW 401, Union Station; JFSW 404, Whiteside Bakery; and JFSW436, the Axton-Fisher Tobacco Warehouse) are currently listed and three of which (JFWP 164, the Pennsylvania Railroad Freight Depot; JFWP 327, the Pennsylvania Railroad Bridge, and JFWP 528, the Peaslee-Gaulbert Paint Manufacturing Complex) have been determined eligible for listing in the NRHP. Thirty additional, previously unidentified historic resources 50 years of age or older (Sites 3, 5, 8–23, 25, 27–37 [JFWP 614–616, JFWR 3825–3841, and JFSW 979–988]) were also identified and documented during the field survey. Three of these (Site 29 [JFSW 980], St. Augustine Roman Catholic Church and School; Site 32 [JFSW 983], an industrial warehouse; and Site 34 [JFSW 985], the Louisville Stove & Tin Company) and the 10 Deco Modern Public Works Administration (PWA) bridges, Sites 5, 10, 12, 16, 19, 21, 23, 25, 31 and 36 (JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987) are recommended eligible for listing in the NRHP. Given that all of the listed and eligible properties have strong historic ties to the railroad, which was central in the development of the area, CRA recommends that the increased rail traffic associated with the proposed improvements will not diminish any of the qualities of these properties that are important for conveying their significance; thus, the proposed project will result in no adverse effect to historic properties.

II. PROJECT DESCRIPTION

The purpose of the project involves the joint use by CSXT and L&I of L&I's 106.5 mi railroad line between its connection with CSXT in Indianapolis, Indiana, milepost 4.0±, and its connection with CSXT in Louisville, Kentucky, milepost 110.5±, including designated sidings and turnouts. CSXT plans to fund certain upgrades of the line to remove height and weight restrictions in Indiana. There will be no construction on the Kentucky portion of the line. Once the upgrades are complete, CSXT plans to run an additional 13 trains a day over the entire

line. KHC requested a cultural historic survey of the Kentucky portion of the project in order to account for the additional noise and vibration associated with the increased train traffic. The APE for the cultural historic survey was defined as areas surrounding the line that would experience an increase to 70 dBA (see Figures 2 and 3).

Sound levels from isolated sources typically decrease by about 6 dBA each time the distance from the source is doubled. When the source is a continuous line, such as trains on a rail line, sound levels decrease by about half as much (3 dBA) each time the distance from the source is doubled. However, sound levels can be affected by factors other than distance. Topographic features and structural barriers, like buildings, that absorb or scatter sound waves can increase or decrease sound levels. Buildings in urban areas block train sound from traveling directly into the adjacent neighborhoods. Atmospheric conditions also can affect the degree to which sound is attenuated over distance. Typically, train activities produce noise from a variety of sources, including operations, rail yards, auto and other vehicular traffic near stations, and noise from wheels, horns, engines, and braking, also known as wayside noise. Due to the increased traffic, the areas immediately surrounding the line are predicted to experience an increase to 70 dBA, the equivalent of being approximately 50 ft from freeway traffic, which is considered intrusive (Office of Environmental Analysis 2013: 3-56–3-57). However, because of the large number of buildings in the area, they will absorb some of the noise, meaning that the overall noise increase is likely to be less than the predicted 70 dBA. For the purpose of the Environmental Assessment, analysis of noise impacts is focused on noise-sensitive receptors, which include resources such as schools, hospitals, libraries, etc., only two of which were identified in the Kentucky portion of the project and only one of which is located within the APE. CSXT has proposed to work with interested parties to mitigate the effects of increased rail traffic by establishing quiet zones and to assist in identifying supplemental or alternative safety measures, practical operational methods, or technologies that could enable the community to establish quiet zones. In addition to

the development of other noise mitigation measures, they would consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors. They would also continue to employ safe and efficient operating procedures, including inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats; inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations; and regularly maintaining locomotives and keeping mufflers in good working order, procedures that, in lieu of or as complement to other noise mitigation measures, could have the collateral benefit of effectively reducing noise from train operations. CSXT would also comply with Federal Railroad Administration regulations establishing decibel limits for train operations. They would install and maintain rail and rail beds according to American Railway Engineering and Maintenance of Way Association standards to minimize noise and vibration (Office of Environmental Analysis 2013: 3-56-3-65).

Vibration impact criteria for freight train traffic generally follow guidance from the Federal Transit Administration (FTA) and are assessed in terms of the maximum vibration caused by any one train. The vibration level of a train pass-by event is affected by track conditions, the location of special track work, train speed, and the ground propagation conditions between the tracks and the receiver. Because CSXT is proposing to replace jointed rail with continuously welded rail (CWR), train speeds will increase, resulting in increased ground vibrations.

However, the change in distance is no more than 5-35 ft to the FTA residential vibration impact threshold (72 VdB), with some net decreases due to the installation of CWR. Therefore, the proposed project will not result in significant vibration impacts. All buildings along the railroad were historically associated with the railroad and experienced this level of vibration, if not more previously (Office of Environmental Analysis 2013:3-66).

III. ENVIRONMENTAL SETTING

Jefferson County is situated almost entirely in the Outer Bluegrass physiographic region of Kentucky. The southwesternmost portion of the county is located within the Knobs physiographic region, adjacent to Muldraugh Hill. The extreme eastern part of Jefferson County is rolling to hilly, while the central and northern parts are a tableland of low relief (McGrain and Currens 1978:41).

Rolling ridges and small hillsides generally characterize the Outer Bluegrass physiographic region. The tableland area occupies the largest part of the county. This area is essentially a gently southwestward sloping surface from a high of 790 ft above mean sea level (AMSL) on the east to 500 ft AMSL at the foot of the knobs in the southwest part of the county (McGrain and Currens 1978:41). The lowest elevations are located along the Ohio River. Elevations along the floodplain range from 430 to 440 ft AMSL. The lowest point in the county is 383 ft (AMSL), the normal pool level of the Ohio River at the mouth of the Salt River. The county is dominated by the city of Louisville, which occupies much of the county and is concentrated within the northwest portion.

The proposed project is located along a section of the L&I railroad in west Louisville that runs from the Ohio River to Union Station. The area is characterized by industrial and manufacturing development, concerns that historically utilized the railroad during the late nineteenth and early twentieth centuries (Figure 4). The area along South Fifteenth Street was also known for the large number of industries that set up shop along the railroad. The Peaslee-Gaulbert Paint Manufacturing Complex, the National Foundry and Machine Company, the Axton-Fisher Tobacco Warehouse, Porter Paints, and the Louisville Stove and Tin Company are all located within the APE, the last being located along the rail spur to Union Station (Figure 5). A number of freight depots associated with various railroads were also located in the area, such as the Pennsylvania Railroad Freight Depot



Figure 4. Overview of L&I railroad from just south of the Pennsylvania Railroad bridge.



Figure 5. Industrial areas along rail spur to Union Station from the intersection of South 13th and Broadway Street.

located along Portland Avenue and the Monon Freight Depot located along West Main Street, both located within the APE (Figure 6). The northern and eastern edges of the proposed Fifteenth Street Historic District, also known as the Peaslee-Gaulbert Historic District after the largest industry within its boundaries, is also located within the APE. Only the properties within the district located within the APE were surveyed for this report.

While the area directly along the rail line is of an industrial and manufacturing nature, the areas south of Jefferson and north of Broadway Streets adjacent to industrial areas are of a residential nature. The NRHP-listed Russell Historic District, which encompasses a large portion of the historically African-American Russell neighborhood, is located west of the project area along South Fifteenth Street (Figure 7). A few pockets of commercial area remain east of and adjacent to the project area but are limited to small-scale commercial development and the NRHP-listed St. Patrick's Roman Catholic Church, Rectory, and School and the Broadway Temple AME Zion Church. All of these NRHP properties are located outside of the APE.

IV. RESEARCH AND SURVEY METHODOLOGY

The survey was conducted in accordance with the “Archaeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines” (National Park Service [NPS]1983). In addition, guidelines offered in the following documents were followed: *National Register Bulletin #24 Guidelines for Local Surveys: A Basis for Preservation Planning* (NPS 1985); *Kentucky Historic Resources Survey Manual* (Kentucky Heritage Council); and *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports* (Sanders 2006).

Before entering the field, available surveys, reports, studies, maps, and other data pertinent to the project area were identified and reviewed. This task began with an investigation of the

records of the KHC (FY14_1769). Geographic Information System (GIS) data requested from the KHC indicated that five NRHP listed properties—the Monon Freight Depot (JFWP 148), the National Foundry and Machine Company (JFWP 149), Union Station (JFSW 401), Whiteside Bakery (JFSW 404), and the Axton-Fisher Tobacco Company Warehouse (JFSW 436)—and three previously surveyed resources—the Pennsylvania Railroad Freight Depot (JFWP 164), the Pennsylvania Railroad Bridge (JFWP 327), and the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528)—are located within the APE.

Numerous cultural resource survey reports previously completed for this section of Louisville overlap the APE for the proposed project. The West Main Street Historic District was listed in the NRHP in 1974 and was expanded in 1980. However, no sites within this historic district are also located within the APE for the proposed project (Cullinae 1973; Hedgepeth 1979). The Historic Resources of West Louisville Multiple Resource Area was prepared by Marty Poynter Hedgepeth in 1983. The Monon Freight Depot (JFWP 148), located within the APE for the current proposed project, was listed in the NRHP as part of the West Louisville MRA as the only example of Richardson Romanesque architecture in the area and an excellent example of the style applied to a utilitarian commercial structure (Hedgepeth 1983).

Two properties were originally surveyed as part of the MRA, the National Foundry and Machine Company (JFWP 149) and Whiteside Bakery (JFSW 404), but are individually listed in the NRHP. The National Foundry and Machine Company was listed in the NRHP in May 1980 under Criterion A as an excellent example of an early-twentieth-century manufacturing complex (Foshee 1979: 3) Whiteside Bakery was listed in the NRHP in March 1979 under Criterion A in the areas of Commerce and Industry as a superb example of early-twentieth-century industrialization in the food processing industry and under Criterion C in the area of Architecture as an excellent example of the California Mission Style, which is rare in the Louisville area (Kane 1978: 8-4).



Figure 6. Overview of Main Street toward downtown Louisville from South Fifteenth Street.



Figure 7. Overview of the Russell Historic District from the intersection of South Fifteenth Street and Muhammad Ali Boulevard.

Union Station (JFSW 401) was listed in the NRHP in August 1975 under Criterion A in the area of Transportation for its importance to the Louisville and Nashville Railroad and under Criterion C in the area of Architecture, as an excellent example of Richardson Romanesque architecture, and in the area of Engineering, for its innovative system of unloading passengers and baggage. Historic American Buildings Survey (HABS) documentation of Union Station was completed in 1974 as part of the Louisville Summer Team Project (Thomas et al: 1975). It was also designated as a Louisville Historic Landmark in March 1975 (Louisville Historic Landmarks and Preservation Districts Commission 1975). The Axton-Fisher Tobacco Company Warehouse (JFSW 436) was listed in the NRHP in April 2003. It was listed under Criterion A for local significance in the area of Industry for its role in the manufacturing and distribution of consumer tobacco products during the early to mid-twentieth century (Neary 2002: 8-1).

The Final Recommendations: Historic and Architectural Survey West Louisville, Zone C, Jefferson County, Kentucky was identified during the records review. This report was prepared by John Milner Associates, Inc., for the City of Louisville, Louisville Development Authority, to identify resources that might be eligible for listing in the NRHP in June 1999. This report recommended the Fifteenth Street Industrial District as potentially eligible for listing in the NRHP. This potentially eligible district is located adjacent to the west side of the railroad tracks that extend to the Pennsylvania Railroad Bridge (JFWP 327). Previously surveyed buildings located in the proposed Fifteenth Street Industrial District that are included in the APE of the current proposed project are the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528), the NRHP-listed Monon Freight Depot (JFWP 148), and the National Foundry and Machine Company (JFWP 149) (John Milner Associates, Inc. 1999). However, at the time of the Milner report, the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528) was located outside the boundary of the proposed Fifteenth Street Historic District. It was later

determined eligible as a contributing member to the Fifteenth Street manufacturing district in the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report. The complex was determined eligible under “Criterion A as a contributing member of a proposed manufacturing district.” The Milner report stated that the Peaslee-Gaulbert Paint Manufacturing Plant complex was not eligible because the KHC concurrence letter disagreed with the finding and determined the complex was contributing to the district (Community Transportation Solutions, Inc. 2002c:20, VI-53). The Milner report also recommended that Site 3 (JFWP 614) be included in the proposed Peaslee-Gaulbert/Fifteenth Street Historic District, although it was not surveyed at that time (John Milner Associates, Inc. 1999:22). The Milner report also recommended that six additional railroad bridges be added to the proposed West Louisville MPS, which was recommended in a 1996 report by Gray and Pape (John Milner Associates, Inc. 1999: 16). However, these bridges are located outside of the APE for the current proposed project.

Three reports for the Louisville-Southern Indiana Ohio River Bridges Project were completed in 2002–2003 and one in 2012 by Community Transportation Solutions, Inc. Only the Peaslee-Gaulbert/Fifteenth Street Historic District, which includes the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528), the Pennsylvania Railroad Bridge and signal tower (JFWP 327), and the Pennsylvania Railroad Freight Depot (JFWP 164), is located within the current APE for the proposed project. The 2002 *Louisville-Southern Indiana Ohio River Bridges Project, Section 106-Final Determination of Eligibility* identified the above resources as eligible for listing in the NRHP (Community Transportation Solutions, Inc. 2002b). The *Louisville-Southern Indiana Ohio River Bridges Project, Indiana-Kentucky Assessment of Effects* report includes an assessment of effects for each site determined eligible for or listed in the NRHP based on the Determination of Eligibility report (Community Transportations Solutions, Inc. 2002a). The 2003 Final Environmental Impact Statement and the 2012 Supplemental

Final Environmental Impact Statement also identified these resources (Community Transportation Solutions, Inc. 2003, 2012).

In 2006, a *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)* was completed by Trent Spurlock of Cultural Resource Analysts, Inc. Three previously identified historic resources that are also located within the APE for the current proposed project were identified within this report. They are the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528), which is also located within the Peaslee-Gaulbert/Fifteenth Street Historic District, the Pennsylvania Railroad Bridge and signal tower (JFWP 327), and the Pennsylvania Railroad Freight Depot (PA 164) (Spurlock 2006).

In addition to the file search, archival research also included a review of available maps used to help identify potential historic properties (structures) within the area of potential effect for the proposed project. The following maps were reviewed:

1858 Map of Jefferson County, Kentucky (Bergman 1858);

1884 Atlas of the City of Louisville, Kentucky and Environs (Hopkins 1884);

1913 New Map of Louisville and Jefferson County, Kentucky (Hunter 1913);

1931 Oil and Gas Map of Jefferson County, Kentucky (Withers and Beckner 1931);

1937 Highway and Transportation Map of Jefferson County, Kentucky (Kentucky Department of Highways [KDOH]);

1951a New Albany, Indiana-Kentucky, 7.5-minute series topographic quadrangle (United States Geological Survey [USGS]);

1951b Louisville West, Kentucky-Indiana, 7.5-minute series topographic quadrangle (USGS);

1953 General Highway Map, Jefferson County, Kentucky (Kentucky State Highway Department [KSHD]);

1983 Louisville West, Kentucky-Indiana, 7.5-minute series topographic quadrangle (USGS); and

1992 New Albany, Indiana-Kentucky, 7.5-minute series topographic quadrangle (USGS).

The 1858 Map of Jefferson County, Kentucky (Figure 8), depicts no structures, although it does depict a rail line running to the current location of Union Station (Site 38 [JFSW 401]), suggesting that it has always been a railroad hub.

The 1884 *Atlas of the City of Louisville, Kentucky and Environs* (Figure 9) depicts many structures, including the original railroad bridge constructed in 1870. These structures are primarily residential in nature, particularly south of Main Street, with few industrial buildings located along the railroad. The only site depicted on this map is Site 32 (JFSW 983), listed as a Provision Warehouse. Two structures within the APE for the proposed project are depicted on the 1913 New Map of Louisville and Jefferson County, Kentucky (Figure 10). They are Site 30 (JFSW 981) and Site 38 (JFSW 401), which is Union Station. The rail spur leading to the station has been moved a block north of its location as depicted on the 1884 atlas, likely at the time of the station's construction in 1889.

The majority of maps depicting the proposed project area depict few to no structures, as the area is of an urban nature and as such is not usually depicted with much detail on the scale of maps created. The 1931 Oil and Gas Map of Jefferson County, Kentucky depicts no structures, only the railroad. The 1937 Highway and Transportation Map of Jefferson County, Kentucky depicts only the rail line and Site 38 (JFSW 401), Union Station. The 1953 General Highway Map of Jefferson County, Kentucky depicts Site 1 (JFWP 327), the Pennsylvania Railroad Bridge, and Sites 5, 10, 25, and 38 (JFWP 615, JFWR 3826, JFWR 3840 and JFSW 401).

The 1951 New Albany, IN-KY and Louisville West, KY-IN 7.5-minute topographic quadrangles (Figure 11) also depict few structures within the APE due to the urban setting of the project area. However, several large structures are depicted, which include Sites 1-4, 6-8, 29 and 38 (JFWP 327, 528, 614, 327, 148, 149, and 616, JFSW 980 and 401).

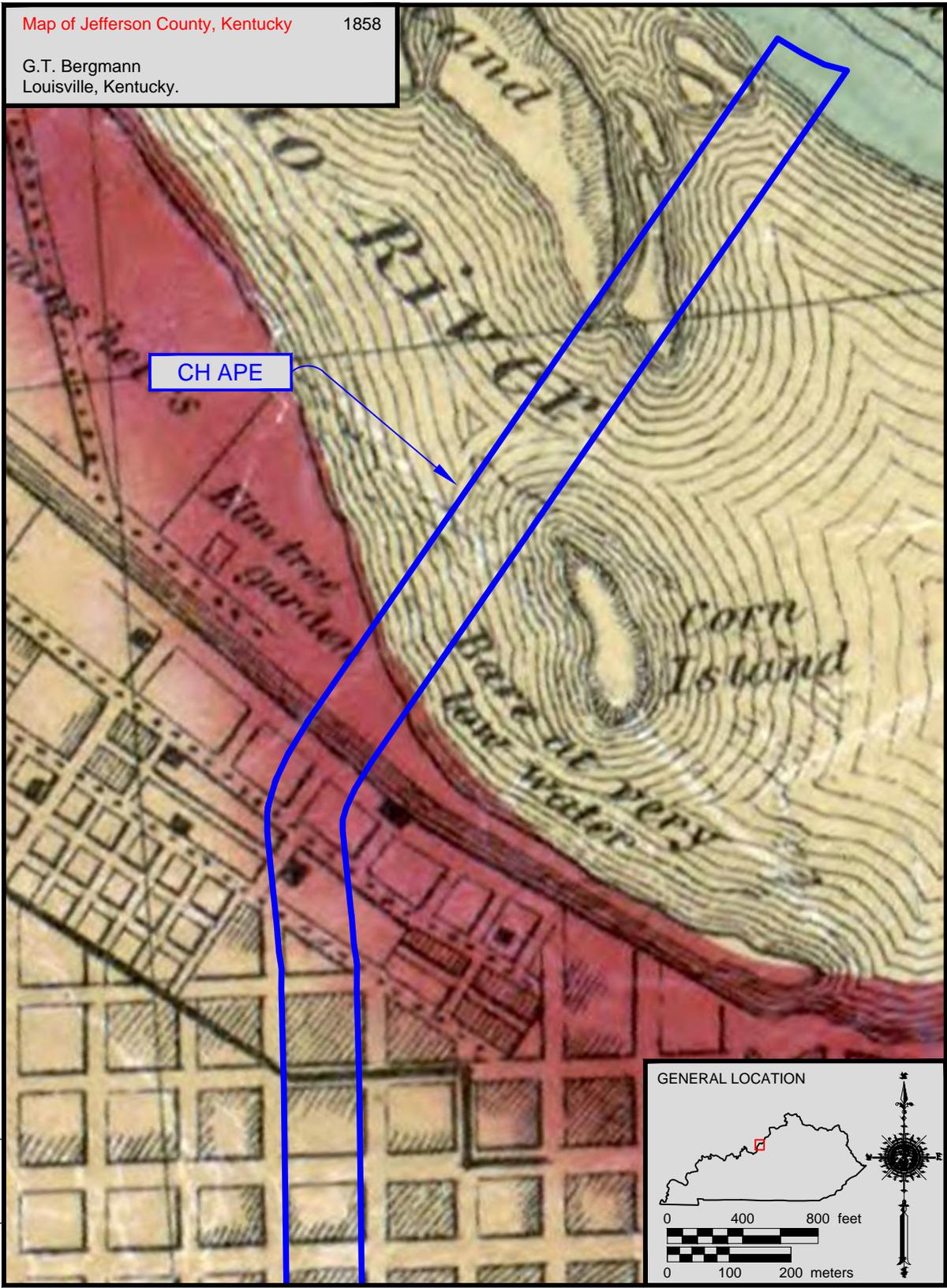


Figure 8a. APE depicted on a portion of the 1858 Map of Jefferson County, Kentucky.

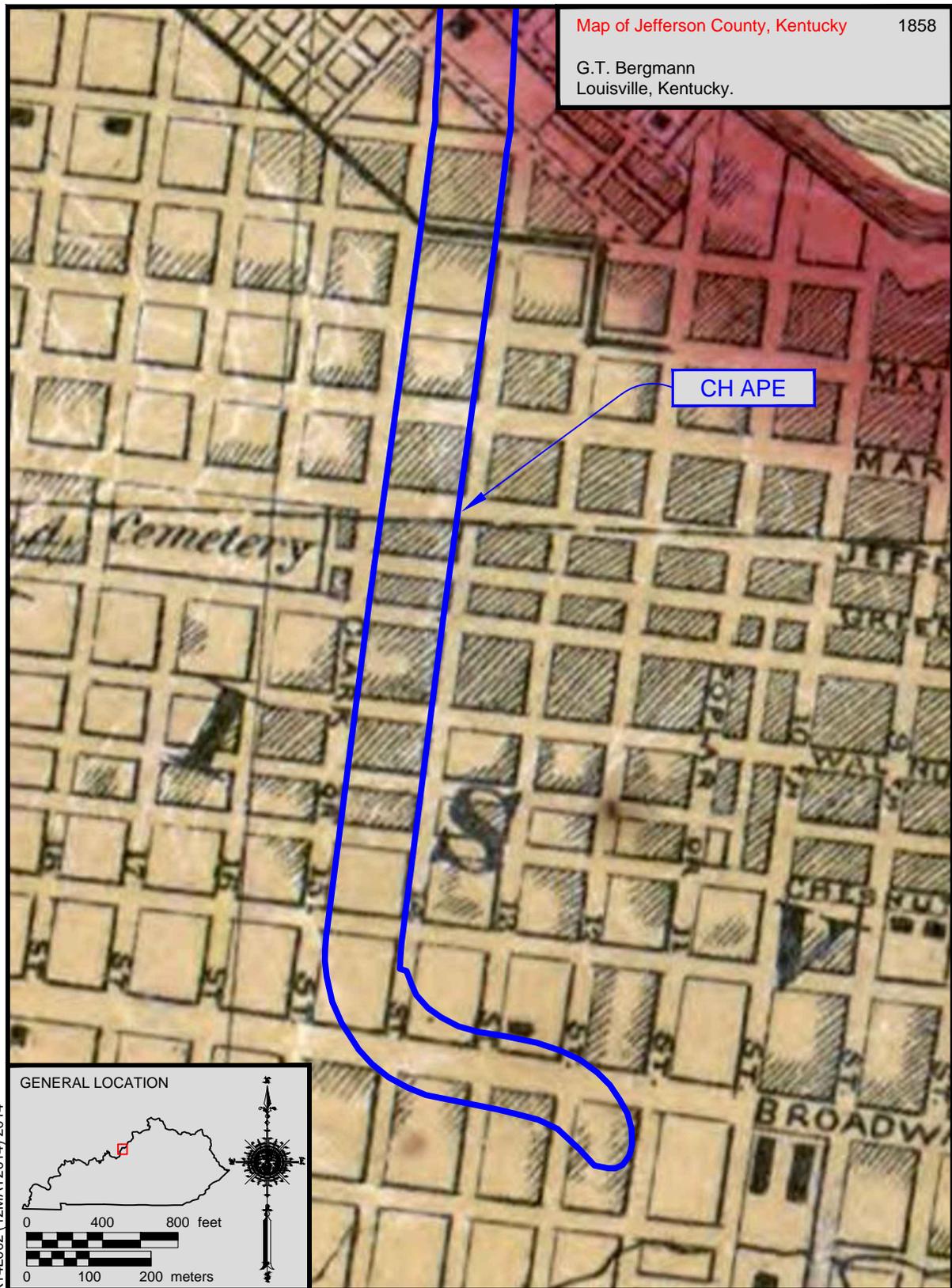
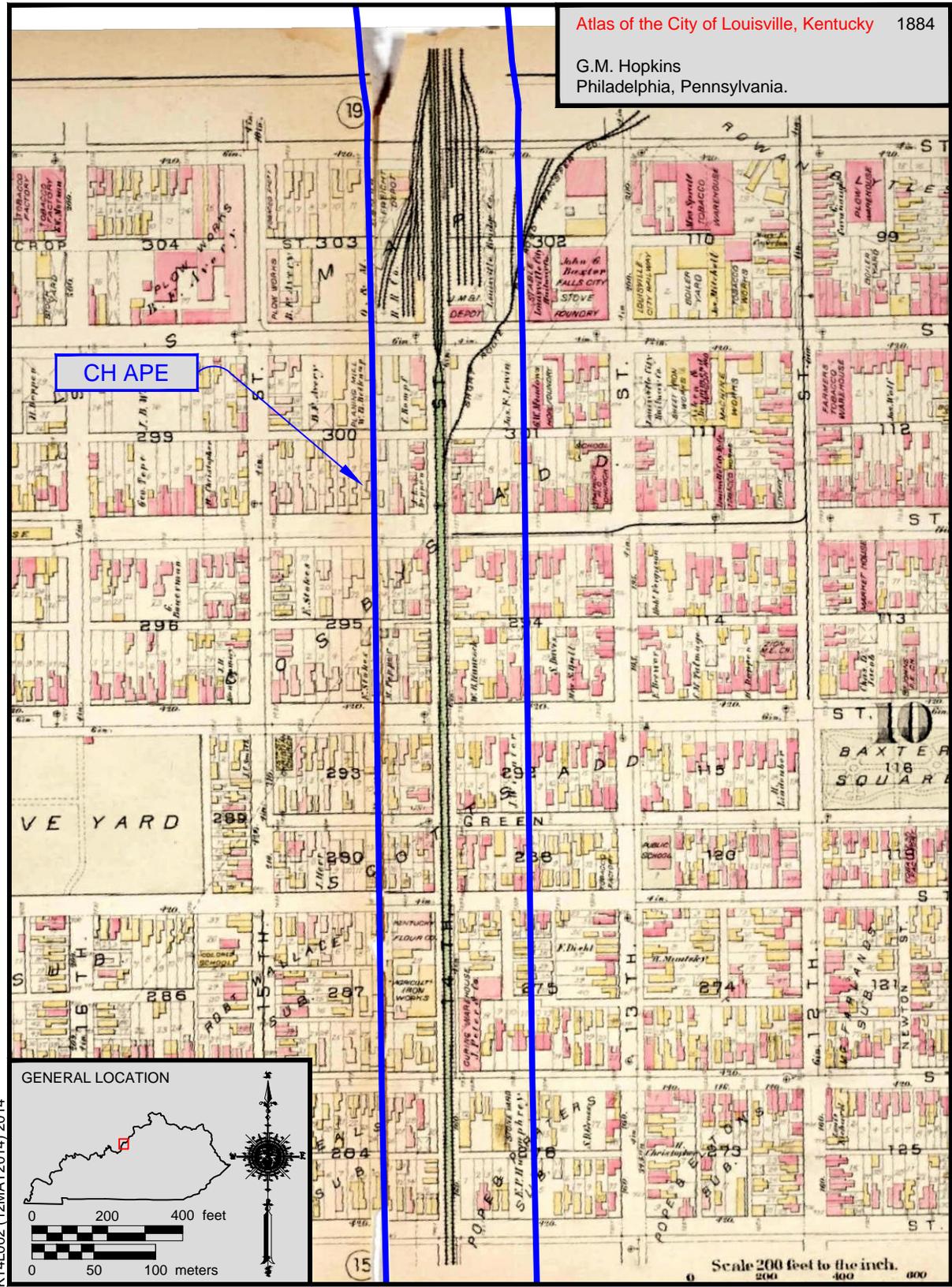


Figure 8b. APE depicted on a portion of the 1858 Map of Jefferson County, Kentucky.



K14L002 (12MAY2014) 2014

Figure 9b. APE depicted on a portion of the 1884 Atlas of the City of Louisville, Kentucky, and Environs.

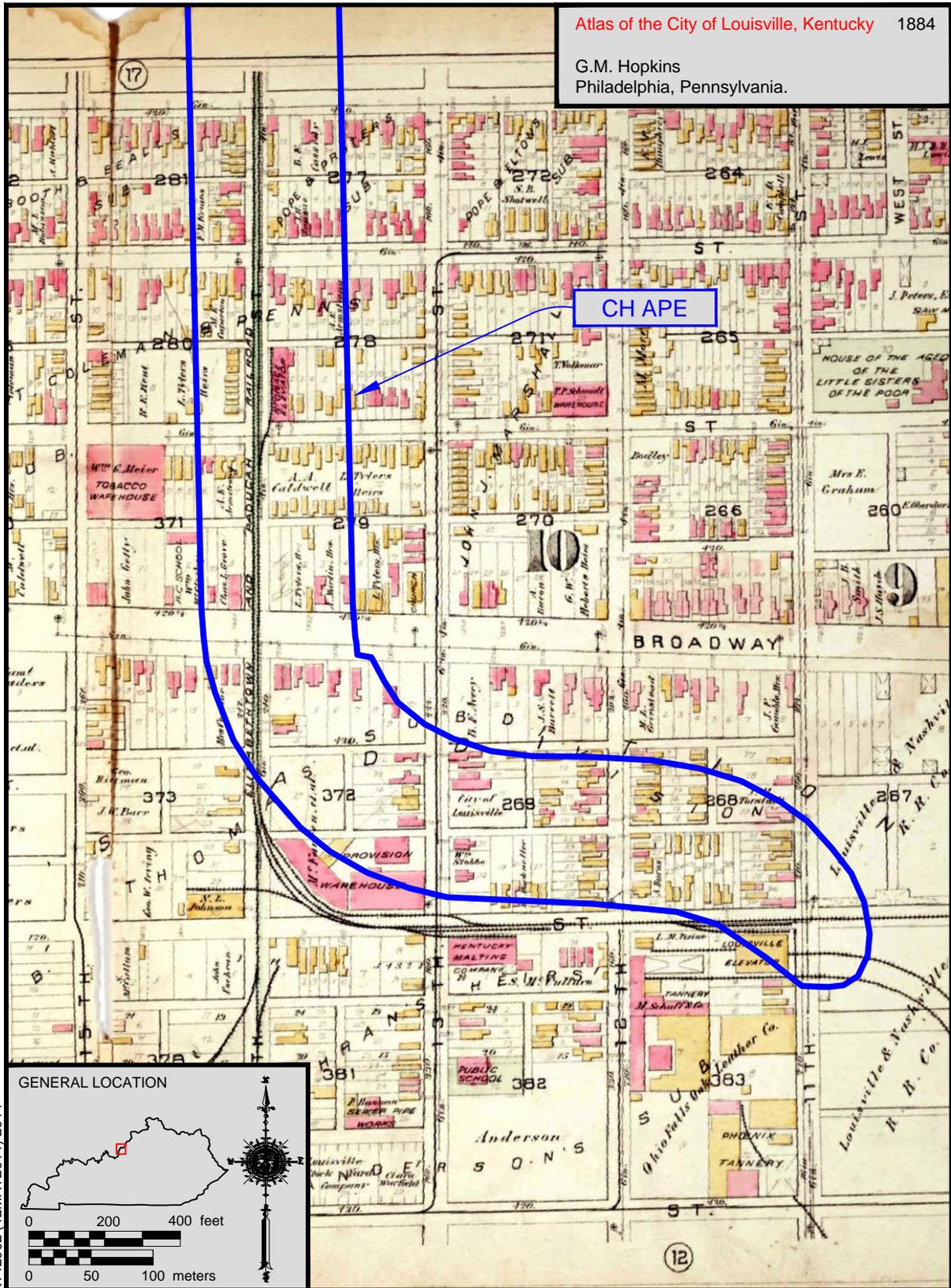
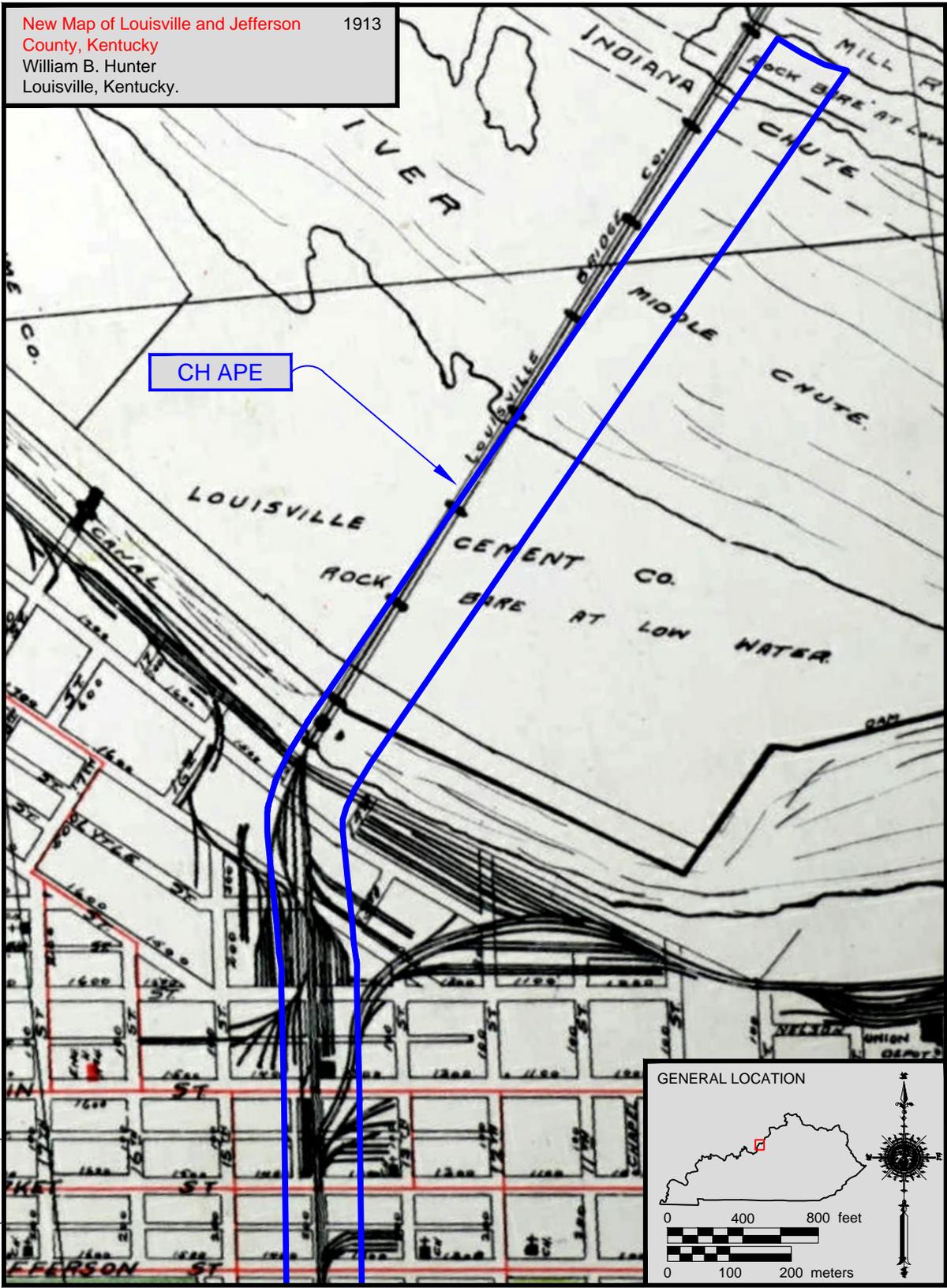


Figure 9c. APE depicted on a portion of the 1884 Atlas of the City of Louisville, Kentucky, and Environs.



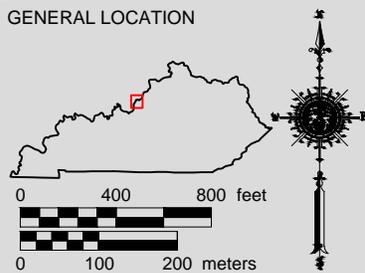
K14L002 (12MAY2014) 2014

Figure 10a. APE depicted on a portion of the 1913 New Map of Louisville and Jefferson County, Kentucky.



New Map of Louisville and Jefferson County, Kentucky 1913
 William B. Hunter
 Louisville, Kentucky.

CH APE



K14L002 (12MAY2014) 2014

Figure 10b. APE depicted on a portion of the 1913 New Map of Louisville and Jefferson County, Kentucky.

The 1983 Louisville West, KY-IN 7.5-minute topographic quadrangle depicts eight structures, Sites 23, 25, 29, 31, and 35–38 (JFWR 3839, 3840, JFSW 980, 982, 986–988, and 401). The 1992 New Albany, IN-KY 7.5-minute topographic quadrangle depicts 10 structures, Sites 1–5, 10, 12, 16, 19 and 21 (JFWP 327, 528, 614, 164, 615, JFWR 3826, 3828, 3832, 3835, and 3837). Due to the scale of the maps, little other detail is shown since the proposed project is located within an urban area.

The 1892, 1905, 1928 (updated 1941), and 1928 (updated 1951) Sanborn maps were also consulted, which tell the most about the development of the area. In the late nineteenth century, the majority of the APE was still residential in nature, with a few industrial buildings located along the railroad. The northern portion of the APE was already industrial in nature, with large numbers of rail spurs from the main line leading to various industries and freight depots. A roundhouse and turntable were located just north of Portland Avenue, where Site 2 (JFSW 528) is currently located. Very few industrial buildings are located along the railroad south of Main Street in the late nineteenth century, but a few industrial buildings are situated along the railroad at Walnut Street (now Muhammad Ali Boulevard), Magazine Street, West Broadway, and Maple Street.

By the publication date of the 1905 Sanborn map, the area still remained primarily residential, but several large depots, including Sites 4 and 6, were constructed along the railroad north of West Main Street and along Jefferson Street in the late nineteenth century. Industrial buildings also remained clustered around Walnut Street, Magazine Street, West Broadway, and Maple Street. During the first quarter of the twentieth century, industrialization of the areas along the railroad exploded and was no longer primarily concentrated north of West Main Street. Industrial buildings were now located at almost every cross street. According to the 1928 (updated 1941) Sanborn map, the only dwellings still located along the railroad were on Market Street. By 1951, the transformation of the area adjacent to the railroad into a strictly industrial area was

complete, as no dwellings are located along the railroad on the 1928 (updated 1951) Sanborn map. However, numerous vacant lots in the area suggest that the abandonment of the neighborhoods after World War II was well underway.

Additional documents identified during the archival research are listed in the bibliography. The sources identified during this research were used to develop Section V. Historic Context.

Following the preliminary archival research, CRA staff conducted a field survey of the APE during which all properties 50 years of age or older were identified. A topographic map and aerial photographs were used to determine the locations of potential historic properties within the project area (Figures 2 and 3). During the field survey, 8 previously identified and 30 previously unidentified resources (Sites 1–38) were documented and a Kentucky Individual Building Survey Form (KHC 2007–1) was completed for each resource. The surveyed properties were evaluated to determine their eligibility for inclusion in the NRHP under Criterion A, B, or C. The descriptions and evaluations for these resources are found in Section VI. Inventory of Historic Resources.

Buildings, structures, and other pertinent resources were mapped and photographed, and when appropriate, CRA personnel attempted to obtain owner permission to document and analyze the interiors of outbuildings. Specific instances in which CRA personnel were unable to secure landowner permission to access the interiors of outbuildings are noted in the descriptions of the respective resources.

In addition to documenting individual properties, CRA also considered the potential for historic districts within the APE. Even though the area is industrial in nature, there are no groups of buildings that retain enough integrity as a whole to facilitate a proposed historic district. The 10 historic railroad bridges located within the APE (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) as a group are very similar and are a defining feature of the landscape in this area. The construction of these bridges helped to

further facilitate postwar industrial development in the area that occurred with the growth of automobile traffic. These sites could be considered eligible for the NRHP as an expansion to the proposed Railroad Bridges of West Louisville MPS.

In general, in order for a property to be eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Significance may be found in three aspects of American history recognized by these National Register Criteria:

- A. association with historic events or activities;
- B. association with important persons; or
- C. distinctive design or physical characteristics.

A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities, including location, design, setting, materials, workmanship, feeling, and association.

V. HISTORIC CONTEXT

Jefferson County

Jefferson County is located in north-central Kentucky at the Falls of the Ohio River. It was created in May 1780 by the Virginia legislature while Thomas Jefferson was serving as governor. At the time, Kentucky County was divided into Jefferson, Fayette, and Lincoln Counties. Originally, Jefferson County contained 7,800 sq mi of land between the Green and Ohio rivers (Kleber 1992:464).

European American settlement began at the Falls of the Ohio because of the natural barrier to downstream navigation the falls presented. Settlement started at the falls in 1778 when Lieutenant Colonel George Rogers Clark of Virginia led an expedition down the Ohio River to capture the British posts north of the Ohio at Kaskaskia and Vincennes (Kleber 1992:195). The same year, Clark's group stopped at Corn Island at the head of the falls to await reinforcements. When the main army moved downriver in June, a group of camp followers and military personnel remained behind on the

island. By the spring of 1779, the Corn Island settlers moved ashore and established what would later become Louisville. One source states that by 1786, there were 50–60 residences in Louisville. Fort Nelson was the first permanent fortification constructed in the future site of Louisville. The fort was built between the 600 and 800 blocks of present-day West Main Street. A number of stations or forts had been constructed along the Middle Fork of Beargrass Creek by the end of the eighteenth century (City of Louisville 1979:38–39; Cullinane 1973:7:1; Kleber 1992:195; Kleber 2001:xvi; Wade 1959:14–15; Yater 1979:2–6).

Settlers came to Jefferson County along two main routes. It is likely that a majority took flatboats from some point on the upper Ohio and landed at the mouth of Beargrass Creek. Other settlers came through the Cumberland Gap and up the western branch of the Wilderness Road. By the 1790s, with Native American attacks along the Ohio River ending, the river route became far more popular than the trail through the mountains (Yater 1979:2–5). The town, however, did not live up to its expectations. It developed a reputation for sickness, and most new arrivals moved into the countryside. Those with adequate financial resources began to consolidate landholdings outside Louisville and construct residences on their farms. Louisville had only 359 inhabitants in 1800 (City of Louisville 1979:40; Kleber 2001:xvi; Wade 1959:17).

Flatboats transported agricultural products down the Ohio River to New Orleans. Until the arrival of the steamboat, few manufactured goods reached Louisville from downriver. Flatboats had to rely on manpower to counter the current and often took months to reach Louisville from New Orleans (Kleber 2001:xvi).

Louisville's location at the Falls of the Ohio was advantageous, as merchandise and products traveling downstream had to stop at the city and be carried around and below the falls. Two early communities formed west of the falls on the Kentucky side of the river in Jefferson County: Shippingport and Portland (Hedgepeth 1983:8:1).

Before 1810, Louisville and Jefferson County developed more slowly than the more populous Inner Bluegrass region around Lexington. The arrival of the steamboat in 1815 from New Orleans set in motion an economic and transportation revolution that brought prosperous economic times to Louisville and the Falls region. In 1817, there were 17 steamboats totaling 3,290 tons on the Ohio-Mississippi system. By 1830, with the opening of the Louisville and Portland Canal at the Falls of the Ohio, there were 187 boats with combined tonnage of 29,481. In 1829, over 1,000 steamboat landings were made at Louisville. Originally, Washington and Water Streets were located between Main Street and the Ohio River in downtown Louisville. Water Street, which has since disappeared, probably served the wharf area with its steamboat landing. This stimulated the growth of a wide range of businesses, including taverns, hotels, distilleries, hemp-processing factories, machine shops, and warehouses. Between 1810 and 1820, Louisville's population tripled to 4,012 residents. Louisville's economic success continued into the next decade while landlocked Lexington's economy stagnated. By 1830, Louisville was the commonwealth's largest city, with 11,345 residents (Jones and McNulty 1976:7:1; Kleber 2001:xvi; Wade 1959:190-191; Yater 1979:37).

A visitor to Louisville in 1831 found few manufacturing facilities in the city. Industries such as a pottery, cotton mill, machine shops, a large distillery, and flour mills were located in Louisville in the early 1830s. But manufacturing was limited in part by the existence of slavery. One source states that machinists avoided the city due to the lower wages paid because of the available labor pool of slaves (Kleber 2001:xvii).

Natural disasters destroyed numerous structures in downtown Louisville over the years. A flood in 1832 and fires in 1840, 1857, 1865, and 1889 damaged and destroyed buildings along Main Street (Jones and McNulty 1976:8:5-6).

During the antebellum years, Jefferson County's farmers were among Kentucky's most

productive. In 1860, they led the state in the value of animals slaughtered, the production of hay, market gardening, and orchards. Protestant and Catholic German immigrants arriving in the 1840s and 1850s owned a number of farms in the county (Kleber 1992:465). The strength of the agricultural sector encouraged investment in processing industries. In the 1850s, Louisville served as one of the nation's largest pork centers, processing over 300,000 swine a year. Much of this activity, including the slaughtering and tanning operations, took place in Butchertown in the eastern portion of Louisville (Kleber 2001:xvii; Yater 1979:75).

Another large group of immigrants included the Irish. This group, almost entirely of the Catholic faith, began arriving in the late 1840s and 1850s because of the famine in their homeland. The majority of Irish immigrants arriving in Louisville at the time were former tenant farmers with few assets or skills. The introduction of both the German and Irish immigrants would bring new cultural and religious institutions to Louisville, including churches, cathedrals, and schools (Kleber 2001:xviii).

James Guthrie, a local attorney and politician, instigated public works projects in Louisville. During the 1830s, the city constructed a new courthouse designed by architect Gideon Shryock. During Guthrie's tenure on the city's finance committee, other improvements included paving of streets, creating public schools, and installation of gas street lights (Kleber 2001:xvii). In the 1840s, Guthrie led a movement in Louisville's business community to improve trade through the construction of railroads. Consequently, the Louisville and Frankfort Railroad opened in 1851. More important, however, was the opening of the Louisville and Nashville Railroad in 1859, which greatly strengthened sales of the city's manufactured goods to Southern markets (Kleber 1992:578-79; Yater 1979:75).

After the opening of the Louisville and Nashville Railroad, Louisville businessmen envisioned a prosperous future for the city, as Southern markets could be reached throughout the year without the continued sole reliance on

river traffic. The Civil War years halted Louisville's continued growth through the Southern markets. The promise of future profits through shipping the city's goods on the Louisville and Nashville Railroad was pushed aside until the cessation of hostilities (Kleber 2001:xix).

The end of the Civil War brought profound social and economic change to Louisville. After the end of the war, thousands of former slaves flocked to the city. The community also attracted a significant number of former Confederate officers who did not want to live in the occupied South. These new arrivals found a city unscathed by war and in the midst of robust economic growth. Agriculture in the county continued to flourish. Louisville's economy expanded throughout the Reconstruction, with the manufacture of steam engines and boilers the largest industry (Yater 1979:95, 102). Other industries included the manufacturing of glass, furniture, whiskey, cement, agricultural tools, and white lead for paint. The number of residents employed in manufacturing concerns increased in Louisville from 7,396 in 1860 to 21,937 in 1880 (Kleber 2001:xxi). Perhaps the most telling sign of this progress occurred in 1867, when the Louisville and Nashville Railroad began constructing the longest iron bridge in the United States over the Ohio River at the falls. It was dedicated in 1870 (Yater 1979:95–96, 99–101).

In the years after the Civil War, Louisville continued to expand its railroad connections to develop new markets for its products. A railroad line to Cincinnati was completed in 1869. A railroad extending through Indiana and Illinois connected Louisville and St. Louis in 1890. A route along the Ohio River through Kentucky linked Louisville to Evansville (Kleber 2001:xxi).

The first wave of suburban development began after the Civil War, as the railroad expanded passenger service to nearby communities. Street railways and interurban lines were constructed, totaling over 125 miles by 1887. Introduced in 1889, electric streetcars eventually replaced the mule cars previously in use. These electric lines reached far beyond the

original mule routes, opening more areas for development. Suburban development from the 1890s to the 1920s emphasized proximity to streetcar lines. Louisville had a population of 161,129 in 1890. By 1900 the city had 204,000 residents. At the same time the number of residents employed in manufacturing concerns rose from 17,921 to 29,926 (City of Louisville 1979:51; Kleber 1992:577; Kleber 2001:xxii; Hedgepeth 1989:35).

In the late nineteenth century, working-class suburbs formed near job locations, especially those associated with the railroad. Many of these rail and streetcar suburbs developed as small communities, including churches, schools, and stores. Suburban growth expanded rapidly in the 1920s, taking over large tracts of agricultural land (Hedgepeth 1989:25–27; Kleber 1992:466).

Interurban lines developed in the early twentieth century, further promoting suburban development and connecting nearby communities to Louisville. Seven interurban lines were constructed downtown to nearby existing communities. The Louisville and Interurban Railroad Company was the major operator of the interurban lines, purchasing the lines of the Louisville and Eastern Railroad in 1911. The interurban to Jeffersontown opened in 1904, while the LaGrange line was completed in 1907. The interurban line to Shelbyville, completed in 1910, was expected to extend to Frankfort. The 11 mi Prospect branch line was electrified in 1904. The interurban lines provided safe, reliable, convenient, and fast service to the downtown area for nearby residents. Subdivisions soon followed near stops along the line between the downtown and outlying cities. The streetcar lines continued to be well utilized into the 1920s, and a system of feeder buses was added in 1928. With the advent of the automobile, improved streets, and the Great Depression, the interurban lines began to cease operations. The Jeffersontown line closed in 1932 and Shelbyville line in 1934. Use of the LaGrange and Prospect lines ended in 1935 (Hedgepeth 1989:35; Hilton and Due 1964:291; Kleber 1992:454, 466; Kleber 2001:418–420).

After the Second World War, suburbanization and industrial growth began

again, this time at an unprecedented pace. The number of registered vehicles grew from 64,000 in 1930 to 150,000 in 1950. Plans for an inner beltway had begun prior to the war, and by the early 1950s the beltway, known as I-264 or the Watterson Expressway, was completed. The north-south I-65 was completed in 1957, which also increased the rate of sprawl to the south. Along the Watterson Expressway between I-65 and Shelbyville Road, farmland was quickly converted to residential use, with commercial development at major interchanges, including Preston Highway, Bardstown Road, and Shelbyville Road. Between 1950 and 1960, the county population outside the Louisville city limits reached 220,308 residents, almost twice the total of the previous decade. By 1960, some 30 independent suburban cities ringed Louisville (City of Louisville 1978:170; Kleber 1992:466; Kleber 2001:861).

As suburbanization was taking place, so were changes to Louisville's downtown area. Louisville had experienced damages due to flooding of the Ohio River in 1882, 1883, 1884, 1913, and 1945. One of the worst floods on record occurred in January 1937. Approximately 60 percent of the city was inundated by the flood waters of the Ohio River, and over 230,000 residents were forced to leave their homes during the 1937 flood. The United States Army Corps of Engineers began construction of the Louisville flood walls and levees. The project was completed by 1957. The flood control infrastructure in Louisville consisted of 4.5 mi of poured concrete walls and 12.5 mi of levees (Kleber 2001:296-297).

Social change came to the city as well. In 1945, most of the county's African American population lived in Louisville, which was essentially a Southern segregated city. Under the administration of Mayor Charles Farnsley (1948-1953), the city began a slow process of dismantling Jim Crow laws. The public library, major hospitals, and all the county colleges were integrated. Farnsley's successor, Andrew Broaddus, integrated public parks. Nevertheless, the process was slow. In 1975, the federal courts ordered busing to integrate what was still a de facto segregated school system (Kleber 2001:148; Yater 1979:219, 233).

The last half of the twentieth century witnessed great economic growth and the development of manufacturing in the county. Ford located a 20-acre plant southeast of the airport, north of Northern Ditch, and west of I-65. In 1951, the General Electric Company announced that it was moving its home appliance manufacturing operation to Jefferson County and chose a site in Buechel. Before the end of the decade, GE employed more than 16,000 workers at the plant. In 1969, the Ford Motor Company opened the world's largest truck plant in eastern Jefferson County, creating over 4,000 jobs (Kleber 1992:467, 577; Yater 1979:220, 229; City of Louisville 1978:209).

It was through urban renewal in the 1960s that much of the residential architecture between Ninth and Fifteenth Streets was demolished. Historic public and religious structures remained in the area in the early 1980s, and infill included public housing developments and light industry (Hedgepeth 1983:8:2).

In 1970, Jefferson County's population reached its peak, with a total population of 695,055. By 1972, the county suburbs exceeded the city in population. The county population decreased in 1980 to 685,004, in large part because residents moved to adjoining counties to become commuters. The population declined again in 1990 to 664,937 as suburbanization continued to adjacent counties. Jefferson County is by far the state's largest metropolitan area, with a population of 693,604 in 2000 and 741,096 in 2010 (Kleber 1992:467; Kleber 2001:411; Yater 1979:220, 229, 232-233; USBOC 2010).

Shippingport

Shippingport, comprising the northern portion of the project area, was established in the 1780s. The steamboat increased Shippingport's importance as a trading port. Industries such as rope walks and boat construction/repair were established in the town (Hedgepeth 1983:8:1). The construction of the Louisville and Portland Canal in 1830 had made the early Shippingport a virtual island. It was further disrupted by the enlargement of the canal after the Civil War, and its enlargement again in the 1920s and 1950s.

Flooding of the community took place during the 1937 flood. The construction of the hydroelectric plant removed any remaining evidence of Shippingport as a vital river town in Jefferson County's history. The Army Corps of Engineers demolished the few remaining structures associated with Shippingport in 1958 (Hedgepeth 1983:8:1). Historically associated with industry along the river, only the western end of the island is used for activities related to McAlpine Dam; the remainder of the island is forested.

Portland

The northern portion of the project area runs through the easternmost portion of the city of Portland, which was originally established in 1811 on a portion of 3,000 acres purchased by General William Lytle from Henry Clay and Fortunatus Cosby and was located further west than Shippingport. French, Irish, and German immigrants were all early residents of Portland. Commercial buildings began going up quickly, with the first erected in 1812. The town became so busy that a seven-story warehouse was constructed at the wharf shortly thereafter. The community was later connected to Louisville by a plank road (Hedgepeth 1983:7:1, 8:1).

By 1830 the Louisville and Portland Canal had opened on the south bank of the Ohio River, effectively allowing river traffic to bypass the falls. The construction of the canal served as a catalyst for economic and residential expansion. Between 1845 and 1852 the U. S. Marine Hospital, a national landmark today, was constructed near the river between Twenty-third and Carter Streets in Portland to care for the health needs of boatmen on the rivers (Yater 2001:xix; Castner 2001:528–529; Portland Museum 2001). According to the Portland Museum, “The site selection committee determined that Louisville, from its position at the falls and being a place of deposit and transfer, was the central point of trade on the entire Ohio River” (Portland Museum 2001). Portland was annexed by Louisville in 1852.

The enlargement of the canal in 1871 started the gradual decline of the wharf and the warehouses that lined the riverfront. The Flood

of 1937 and the Flood of 1945 destroyed many buildings along the river, and the flood wall that was constructed destroyed even more. With the construction of Interstate 64 during the 1950s and 1960s, Portland was no longer located along the riverfront (Herron 1989), and its industrial development solely shifted to the railroads that developed during the mid- to late nineteenth century and that run through the community, the majority of which is centered along the L&I Railroad. Many of its stately homes remain, however, and in 2006, Portland was honored as one of the first five neighborhoods in the nation to be designated as an official Preserve America Neighborhood by the Preserve America White House initiative program spearheaded by First Lady Laura Bush (Hedgepeth 1983; Portland Museum 2008).

Russell

The Russell neighborhood, through which the project area runs, is named after Harvey Clarence Russell, Sr., a teacher and dean of Kentucky State College and president of Kentucky Industrial College and West Kentucky State Vocational School, and a nationally known African-American educator. The area was settled primarily by German immigrants in the 1870s and has historically been a mixture of upper and working class residents (Winston Baye 1989).

German immigrant Basil Doerhoefer, the president of the American Tobacco Works, was a primary land developer in the area during the 1870s and 1880s. It was due to him that the area became a “fashionable place to live” for wealthy white families wanting to escape crowded downtown areas. Other prominent early residents include architect Max Drach, who designed numerous buildings in the neighborhood, and Michael Blatz, owner of the Falls City Stone Works (Winston Baye 1989; Kleber 2001:773). African-American and working class white families also constructed smaller homes along back alleys and side streets during this time. It was also during this time that industrial development began to replace residential areas within the eastern portion of the neighborhood due to the construction of the railroad along what was Fourteenth Street.

Beginning in the 1890s, these wealthy white families began leaving the neighborhood for more desirable suburban developments in the southern and eastern portions of the city. Middle class African Americans purchased the larger homes and working class families moved into the smaller homes vacated by middle class families, moving westward through the neighborhood. It was during this period that the first African-American library in the nation, the West Branch of the Louisville Free Public Library, opened in 1908. Numerous churches were also established (Winston Baye 1989). Industrial development that had begun replacing residential areas in the eastern portion of the neighborhood during the 1870s and 1880s began in earnest during this period. As middle class African Americans purchased the larger homes vacated by white families, the smaller homes along the railroad were demolished so that industries could utilize the prime shipping real estate by constructing freight depots and rail spurs to their factories, particularly after the turn of the century.

By the 1940s, Russell was the premier African-American neighborhood in the city, with businesses lining Walnut Street (now Muhammad Ali Boulevard). However, after World War II, many wealthier residents moved away from the area and the neighborhood began to decline. Urban renewal projects of the 1960s decimated the area, as abandoned homes were demolished. Crime became rampant and the city had much difficulty finding buyers for property during the 1980s, even when it was offered for as little as one dollar (Winston Baye 1989). However, even though the area was greatly affected by urban renewal, the majority of the neighborhood was listed in the NRHP in 1980.

California

The California neighborhood, comprising the southern portion of the project area, was originally called Henderson and was settled by German immigrants around 1849. It is supposedly called California because it was settled right after the gold rush and it is in what was then the far west part of Louisville. After the Civil War, many African Americans began settling in the neighborhood, which was at the time working class, with a mixed population of

whites and African Americans. The California Colored School and the local branch of the Freedman's Bureau were established during this period (Kleber 2001:156).

During the late nineteenth century, white families began moving to new suburban developments in the southern and eastern parts of the city and the area became predominantly an African American neighborhood. Like the Russell neighborhood, industrial areas developed along the railroad as white families left the area during the late nineteenth and early twentieth centuries.

After World War II, the California neighborhood also experienced large numbers of residents vacating the area as the city became more and more integrated. Large portions of the neighborhood were subject to demolition during urban renewal in the 1960s and the area became plagued by crime. The neighborhood lost 50 percent of its residents and 40 percent of its single family housing during this period (Kleber 2001: 156). While there have been some attempts at revitalization, the neighborhood is largely comprised of low income families and vacant lots in addition to large swaths of industrial areas along the railroad and around Union Station.

VI. INVENTORY OF HISTORIC RESOURCES

The results of the cultural historic survey are presented in Table 1, and the locations of the cultural historic resources are mapped on Figures 2 and 3. All surveyed historic resources (at least 50 years old) are described below. Information obtained from the Jefferson County Property Valuation Administration (PVA) office, historic maps, and architectural analysis was used to establish an approximate date of construction for each resource. CRA personnel did not have access to the interior of surveyed resources. All statements regarding the number of rooms or size of each resource were made with information gathered from records of the PVA office. Each resource has been assessed to determine if it appears eligible for listing in the NRHP. Evaluations are found after each description.

Table 1. Surveyed Architectural Resources.

CRA Resource #	KHC Inventory #	Name/Description of Property	Construction Date	Initial Assessment	Photo Figure #
1	JFWP 327	Pennsylvania Railroad Bridge	1916-1919	eligible	12-16
2	JFWP 528	Peaslee-Gaulbert Paint Manufacturing Complex	1919-1920	eligible	17-21
3	JFWP 614	former C.I.&L (Monon) freight station	1935	eligible	22-24
4	JFWP 164	Pennsylvania Railroad Freight Depot	1888	eligible	25-26
5	JFWP 615	riveted steel girder bridge	1940	eligible	94
6	JFWP 148	Monon Freight Depot	1905	listed	27-29
7	JFWP 149	National Foundry and Machine Company	1895, 1900	listed	30-33
8	JFWP 616	one-story, monitor roof warehouse	circa 1925-1949	ineligible	34-35
9	JFWR 3825	two-story, shallow side-gabled, steel frame warehouse	circa 1925-1949	ineligible	36-37
10	JFWR 3826	riveted steel girder bridge	1940	eligible	95, 105
11	JFWR 3827	one-story, flat roof, L-shaped industrial building	circa 1950-1974	ineligible	38-39
12	JFWR 3828	riveted steel girder bridge	1940	eligible	96, 105
13	JFWR 3829	three-story, flat roof, Neoclassical warehouse	1909	ineligible	40-41
14	JFWR 3830	one-story, flat roof brick warehouse	1945	ineligible	42-43
15	JFWR 3831	former Porter Paint Company factory	circa 1950-1974	ineligible	44-45
16	JFWR 3832	riveted steel girder bridge	1940	eligible	97, 105
17	JFWR 3833	former International Harvester Company warehouse	1922	ineligible	46-49
18	JFWR 3834	one-story, side-gabled concrete block garage	1954	ineligible	50
19	JFWR 3835	concrete girder bridge	1940	eligible	101, 105
20	JFWR 3836	one-story, front-gabled concrete block warehouse	circa 1950-1974	ineligible	51-52
21	JFWR 3837	riveted steel girder bridge	1940	eligible	98, 105
22	JFWR 3838	Magazine Substation	1924	ineligible	53
23	JFWR 3839	concrete girder bridge	1940	eligible	102, 105
24	JFSW 436	Axton-Fisher Tobacco Company Warehouse	1921	listed	54-56
25	JFWR 3840	riveted steel girder bridge	1940	eligible	93, 99, 105
26	JFSW 404	Whiteside Bakery	1908	listed	57-59
27	JFWR 3841	Louisville Plate Glass Co.	1911	ineligible	60
28	JFSW 979	five-story, side-gabled industrial building	circa 1925-1949	ineligible	61-62
29	JFSW 980	St. Augustine Roman Catholic Church and parish office	1912, 1958	eligible	63-66
30	JFSW 981	former Fire Co. #8 firehouse	circa 1875-1899	ineligible	67
31	JFSW 982	concrete girder bridge	1940	eligible	103, 105
32	JFSW 983	former Louisville Paper Company factory	1865	eligible	68-73
33	JFSW 984	one-story, flat roof triangular shaped industrial building	1945	ineligible	74-75
34	JFSW 985	Louisville Stove and Tin Company Building	circa 1932	eligible	76-81
35	JFSW 986	two-story, flat roof brick industrial building	circa 1925-1949	ineligible	82-83
36	JFSW 987	riveted steel girder bridge	1940	eligible	100, 105
37	JFSW 988	C.T. Dearing Printing Company complex	circa 1925-1949; 1950-1974	ineligible	84-89
38	JFSW 401	Union Station	1889-1891	listed	90-92

Site 1

KHC Survey #: JFWP 327

Photographs: Figures 12–16

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607436 N: 4235507

E: 607580 N: 4235672

E: 607902 N: 4236025

E: 608437 N: 4236618

Property Address: Ohio River at Fourteenth St.

Parcel Number: N/A

Owner Information: N/A

Deed: N/A

Construction Date: 1916–1919

Description: Site 1 is comprised of the Pennsylvania Railroad Bridge and signal tower. The bridge spans the Louisville and Portland Canal and the Ohio River, connecting west Louisville to Clarksville, Indiana (Figures 12–13). The signal tower is located adjacent to the west side railroad tracks between I-64 and the canal. The original bridge in this location was completed in 1870 by the Louisville Bridge Company for the Louisville & Nashville (L&N) railroad. This was a single-track bridge that was approximately a mile in length. The original bridge included a swing bridge over the Louisville and Portland Canal.

The original bridge was completely rebuilt between 1916 and 1919 as a double-track span using the stone piers and abutments of the original bridge. According to the 1994 KHC survey form, the vertical lift bridge over the canal is a Waddell vertical lift bridge (Figure 14), which was patented in 1909 (Burgess and Kennedy 1949:215, 548; Community Transportation Solutions, Inc. 2002a:VI-74; Kentucky Heritage Council, Survey and National Register Files). The remainder of the bridge consists of two Pennsylvania through trusses and numerous Warren deck trusses. The longest span, the northernmost Pennsylvania through truss, is 644 ft, the longest of its kind

when it was constructed in 1918 (Community Transportation Solutions, Inc. 2012). The vertical lift bridge has a single track entering the portal at the current time and utilizes large concrete blocks at either end as counterweights to lift the bridge so that barges and other river traffic may pass unobstructed through the Louisville and Portland Canal. A riverside walking/jogging path passes underneath a poured concrete slab span to the southwest of the railroad bridge.

The signal tower is located adjacent to the railroad tracks and abutment on the northwest side of the tracks at the Kentucky terminus of the bridge, near the vertical lift bridge (Figure 15). It is a two-story, hip roof structure situated on a full raised basement constructed of rusticated stone block beneath an asphalt shingle roof. The entire building appears to taper as it extends upward. The first floor is located at grade with the decking of the bridge. The primary entry, exhibiting a single-leaf door, is located at the southern corner of the southwest elevation of the first floor and is reached by metal steps. The steps extend upward to the second floor, where an additional single-leaf entry is located above the primary entry. A basement entry is located at the center of the northwest elevation. Three enclosed windows are located along the first floor of the southeast elevation. Second-story windows exhibit one-over-one, double-hung vinyl sashes.

NRHP Evaluation: Eligible. Site 1 was previously surveyed for the *Louisville- Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites*. The site was determined eligible for listing in the NRHP in this report under Criterion A “for its association with the railroad networks which once served Louisville” and under Criterion C as “a significant engineering structure” (Community Transportation Solutions, Inc. 2002a:VI-74– VI-76). The same report states that the KHC concurred with this determination in a letter dated February 13, 2002 (Community Transportation Solutions, Inc. 2002a:20, VI- 74). It was again surveyed in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson*



Figure 12. Site 1 (JFWP 327): Southern portion of the bridge.



Figure 13. Site 1 (JFWP 327): Northern portion of the bridge.



Figure 14. Site 1 (JFWP 327): Waddell vertical lift bridge.



Figure 15. Site 1 (JFWP 327): Signal tower.

County, Kentucky (Item No. 5-91.08), which found that the signal tower and the Pennsylvania Railroad Bridge retain the historic qualities of location, design, materials, workmanship, and association that contribute to the integrity of the site (Spurlock 2006:100). The current survey confirmed that the bridge and tower continue to be eligible for NRHP listing.

The proposed NRHP boundary for the Pennsylvania Railroad Bridge and signal tower is the footprint of the bridge and signal tower, as stated in the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report (Community Transportation Solutions, Inc. 2002a:VI-74). This proposed boundary is illustrated in Figure 16.

Determination of Effect: No Adverse Effect. The Pennsylvania Railroad Bridge and signal tower (Site 1) was constructed for railroad use and historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because it was constructed for this use, and the significance of the site is directly related to its historic and continued function as a railroad bridge. Therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 1 is eligible for listing in the NRHP.

Site 2

KHC Survey #: JFWP 528

Photographs: Figures 17–21

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607312 N: 4235706

Property Address: 226 N Fifteenth St.
Louisville, KY 40203

Parcel Number: 015B00400000

Owner Information: Self Enterprises LLC
1416 Lytle St.
Louisville, KY 40203

Deed: 9150 0425

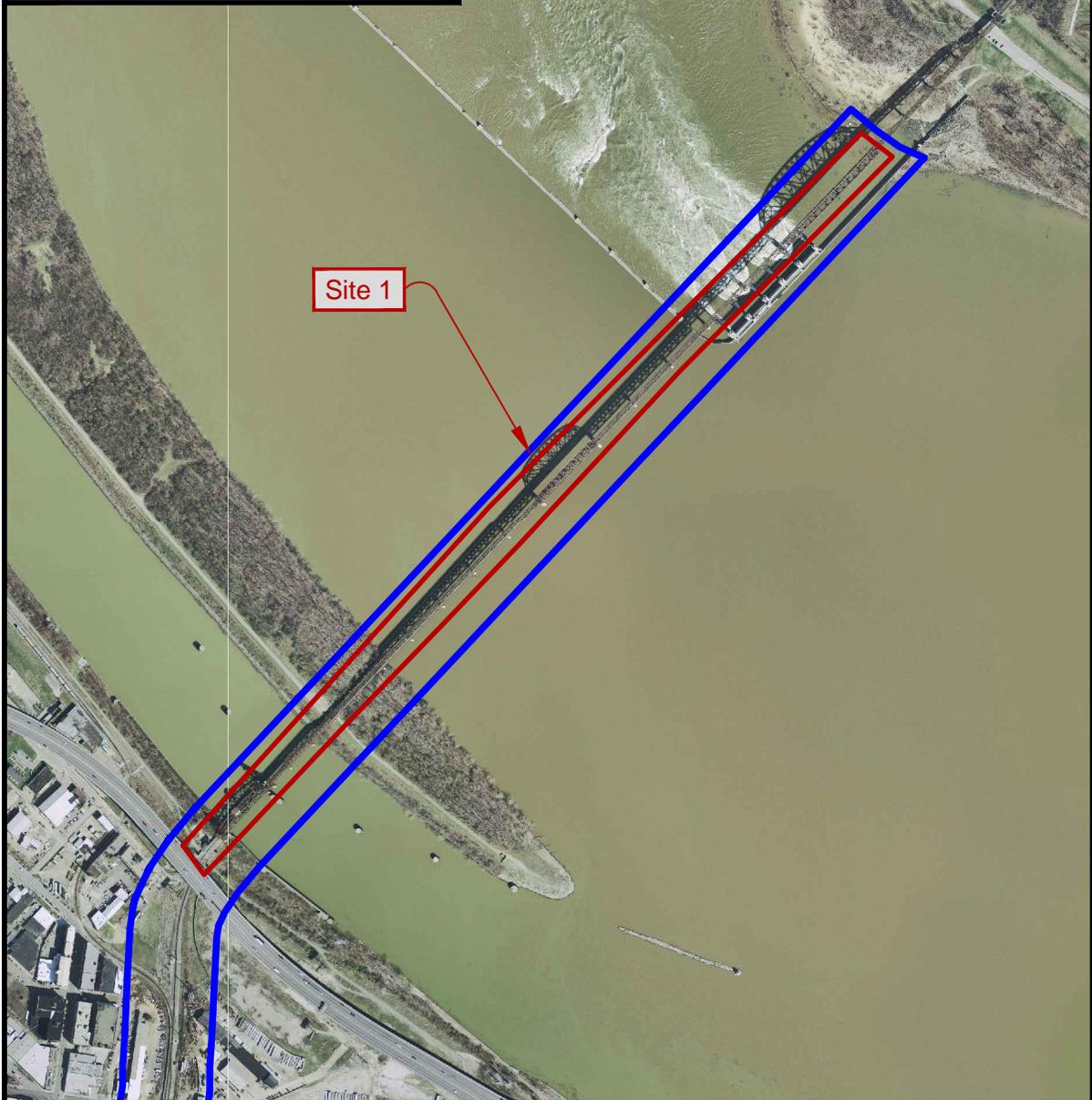
Construction Date: 1919–1920

Description: Site 2 comprises the Peaslee-Gaulbert Paint Manufacturing Plant complex located north of the intersection of North Fifteenth Street and Portland Avenue and south of Northwestern Parkway (Figure 17). The parcel has been divided into two parcels, with the southern portion of the complex now known as Shippingport Business Park and located on a separate parcel. All of the structures are situated between gravel and asphalt parking areas. A stack constructed of structural tile that was connected to the boiler room has been demolished since the property was last surveyed in 2006.

Six buildings and structures associated with the complex remain. They include a two-story masonry building with multi-light metal casement windows in the upper story located at the center of the west side of the NRHP boundary. According to the 1928 (updated 1941) Sanborn map, this building was the boiler room constructed in 1923 (Figure 18). This structure is not located within the APE for the current proposed project.

To the immediate north of the former boiler room building is a one- and two-story structure along the west edge of the property. This section contained the “cooking” and “varnish stacks” as labeled on the 1928 (updated 1941) Sanborn map. This section contains the massive masonry stack, with four paired chimney extensions constructed of metal. All windows have been enclosed with corrugated metal panels. This building is also not within the APE for the current proposed project.

Map No.: N075-76E227-228 2009
FSA/NAIP Color Ortho Imagery. Kentucky
Environmental and Public Protection Cabinet.
Office of Information Services.



LEGEND

-  Cultural Historic APE
-  NRHP Eligible Site



K14L002 (12MAY2014) 2014

Figure 16. Site 1 (JFWP 327): Recommended NRHP boundary.



Figure 17. Site 2 (JFWP 528): Overview of the Peaslee-Gaulbert Paint Manufacturing Complex.

A two-story, brick building located at the northern boundary of the complex is adjacent to the previous structure (Figure 19). This building has brick pilasters and a corbelled cornice. The pilasters divide the northeast and northwest elevations into bays, some with ten-light windows along the second floor. A metal and concrete loading dock runs along the northeast and northwest elevations. The windows along the first floor have six-light metal casements. Other window openings have been enclosed. This building, which according to the 1928 (updated 1941) Sanborn map was constructed in 1919, rests on a stone foundation. The 1928 (updated 1941) Sanborn map also indicates the building housed the varnish tank room and the filling filter room.

Along the northeast property boundary, adjacent to an abandoned portion of the Northwestern Parkway, is a three-story building connected to the former varnish tank building that, according to the 1928 (updated 1941) Sanborn map, was constructed in 1923 (Figure 20). A portion of the southeast elevation appears to be constructed of brick; the northeast,

southeast, and southwest elevations have been partially clad in metal with poured concrete in the voids between the metal panels. A one-story concrete block addition is located along the southeast elevation of the building. The 1928 (updated to 1941) Sanborn map indicates the building contained a filling and shipping room and another varnish tank room.

Two structures are located along the eastern property boundary (Figure 17). A one-story masonry building that is identified as the filling room was constructed in 1919, according to the 1928 (updated 1941) Sanborn map (Sanborn Map Company 1928 [updated 1941], volume 2:Sheet 10w). This building has four large window openings along the northeast elevation that appear to be covered in metal. The elevation's parapet has an inverted arch above each of the window openings. South of the former filling room is a one-story brick building constructed in 1919 and used for drum and equipment storage, according to the 1928 (updated 1941) Sanborn map. The entry exhibits a metal door with a single light sheltered beneath a canvas awning.

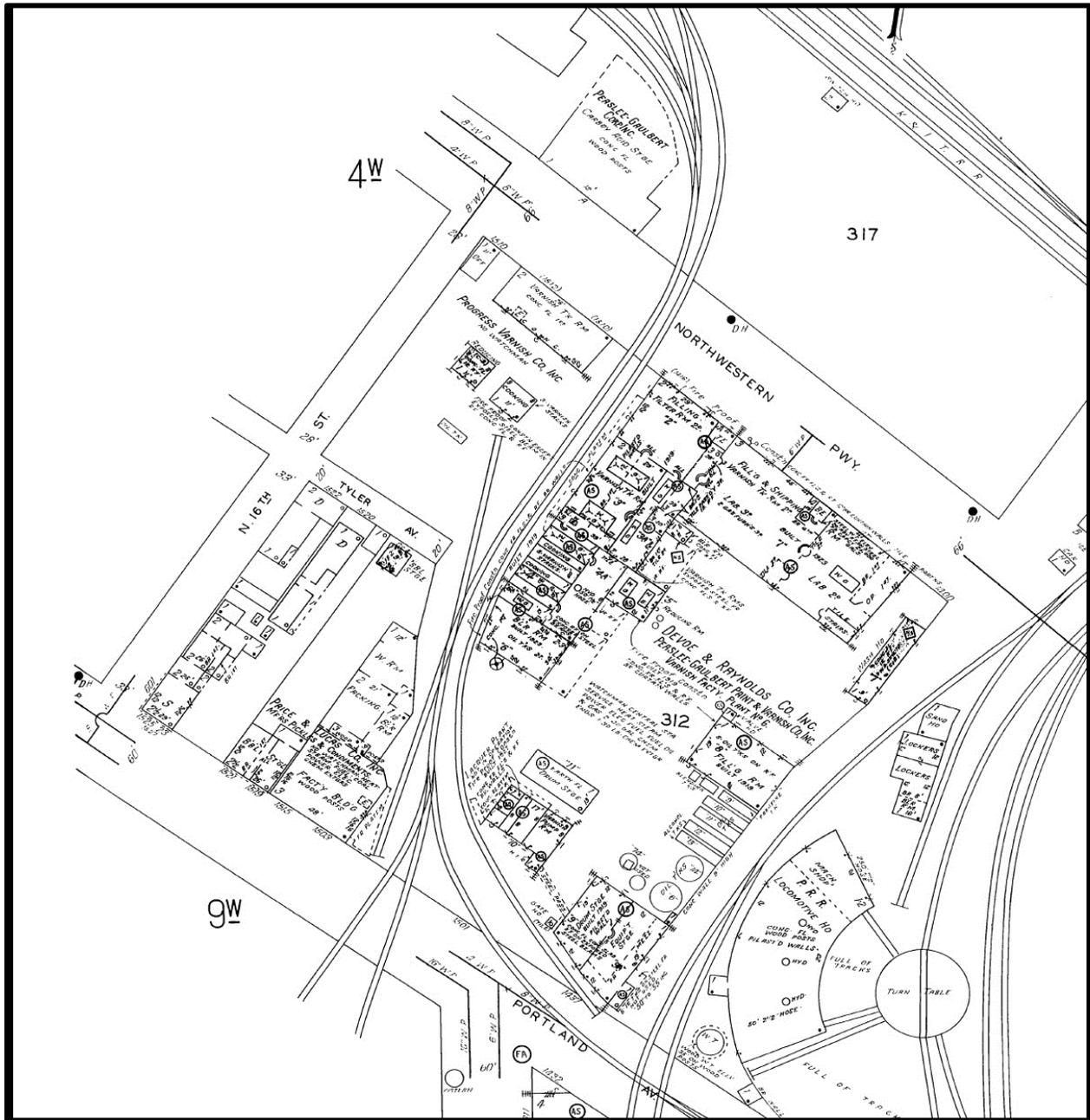


Figure 18. Site 2 (JFWP 528): 1928 (updated 1941) Sanborn Map depicting the Peaslee-Gaulbert Paint Manufacturing Plant.



Figure 19. Site 2 (JFWP 528): Southerly view of the former varnish tank building.



Figure 20. Site 2 (JFWP 528): Westerly view of the former shipping building.

All windows have been enclosed, with the exception of the southernmost façade window, which has been resized to fit three ribbon windows. A non-historic garage is located between these structures.

NRHP Evaluation: Eligible. The Peaslee-Gaulbert Paint Manufacturing Plant complex was determined eligible as a contributing member to the Peaslee-Gaulbert/Fifteenth Street manufacturing district, named after the largest industry located within its boundaries, in the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report. The district represents a “small manufacturing area within the City of Louisville.” The complex was determined eligible under “Criterion A as a contributing member of a proposed manufacturing district.” According to the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report, the Peaslee-Gaulbert Company was established in 1867. By 1920 the company consisted of a varnish factory at Sixteenth and High (current Northwestern Parkway) Streets, a paint factory at Fifteenth and Lytle Streets, warehouses at Fifteenth Street and Portland Avenue, and a mirror factory at Floyd and A Streets. The Peaslee-Gaulbert Company was affiliated with the New York based Devoe and Reynolds by 1940 (Community Transportation Solutions, Inc. 2002a:VI-52–VI-53). It was again surveyed in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)*, where it was found to retain the historic qualities of location, design, materials, and association that contribute to the integrity of the district (Spurlock 2006:125). While several changes have been made to the facility overall, most notably the demolition of the large structural tile stack, the complex still retains integrity of association, feeling, design, materials, and workmanship to remain eligible for listing in the NRHP as a contributing member of the Peaslee-Gaulbert/Fifteenth Street historic district. The proposed NRHP boundary for the district and Site 2 is depicted on Figure 21.

Determination of Effect: No Adverse Effect. The former Peaslee-Gaulbert Paint Manufacturing Plant complex (Site 2) is located adjacent to the railroad, which it historically utilized. The railroad historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. Additionally, the site is located adjacent to Interstate 64, which already disrupts the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has always been an integral part of the building’s association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 2 is eligible for listing in the NRHP.

Site 3

KHC Survey #: JFWP 614

Photographs: Figures 22–24

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607325 N: 4235429

Property Address: 1403 Rowan St.
Louisville, Kentucky 40203

Parcel Number: 015B00660000

Owner Information: Jericho Cook
8419 Manson Way
Louisville, KY 40258
Deed: 9114 0795

Construction Date: 1935

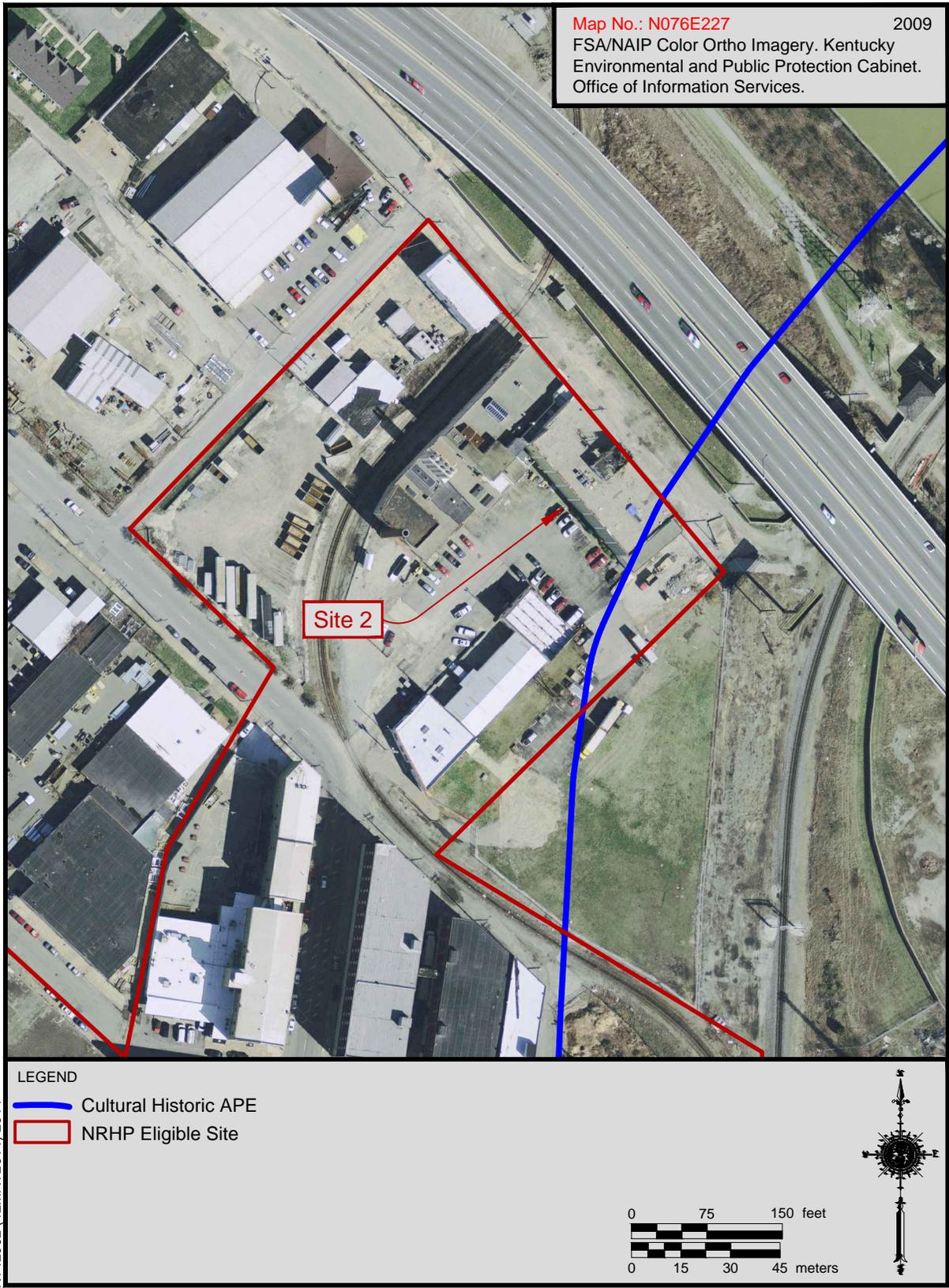


Figure 21. Site 2 (JFWP 528): Recommended NRHP Boundary for Site 2 in the proposed Peaslee-Gaulbert Historic District.

Description: Site 3 consists of a warehouse located at 1403 Rowan Street, on the north side of where the street dead ends into the western side of the rail line. A garage constructed in 1965 is also associated with the property; it is located to the west of the warehouse. The structures are situated on an approximately 2.495-acre parcel comprised almost entirely of a gravel lot; a concrete parking area is located east of the building. Chain-link fences line the perimeter of the parcel. The building appears on the 1928 (updated to 1941) Sanborn map as a Chicago, Indianapolis and Louisville (Monon) Railroad freight station (Figure 22). The warehouse is located within the proposed

eligible Peaslee-Gaulbert Historic District as a contributing resource and was not previously surveyed in the 1999 Milner report for an unknown reason.

The warehouse is a one-story, three-bay (w/d/w), extremely shallow front-gabled frame building (Figure 23) situated on a poured concrete foundation and clad with metal panels. The southern quarter of the building comprises the office, with the remainder comprising a warehouse and loading dock. A large eave extends from the east and west elevations and is supported by metal brackets. This eave extends beyond the rear elevation along the west side of the building and is supported by steel posts.

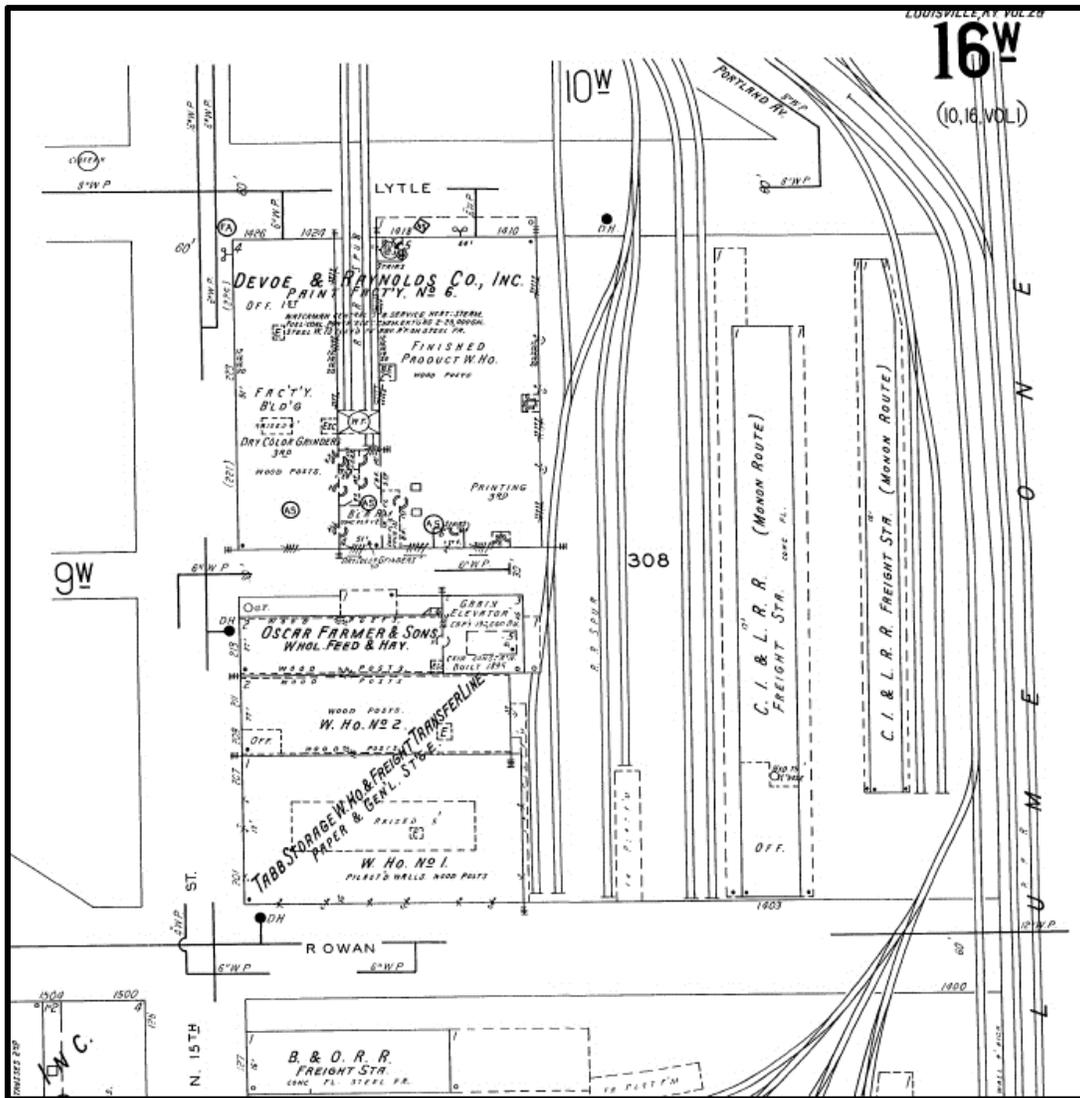


Figure 22. Site 3 (JFWP 614): 1928 (updated to 1941) Sanborn map depicting the former C.I.&L. freight station.



Figure 23. Site 3 (JFWP 614): Southeasterly view of warehouse.

The primary entry exhibits a metal door with a single light that opens onto a concrete stoop leading to double concrete steps that lead to the sidewalk; it is sheltered beneath a canvas awning. A secondary entry is located at the northern corner of the office portion of the building, along the east elevation; it opens onto concrete steps. Windows exhibit rotating vinyl sashes with snap in grids, and the upper portions of the windows are enclosed with metal panels. Façade windows are also sheltered beneath canvas awnings. Windows along the east and west elevations are grouped in threes.

The loading dock portion of the building exhibits six loading bays fronted by vinyl garage doors that open onto the concrete loading dock/platform. In between each bay are windows that exhibit multi-light rotating metal sashes. What appears to be an original sliding wood door is leaning against the building.

NRHP Evaluation: Eligible. Site 3 was recommended eligible as a contributing resource to the Peaselee-Gaulbert/Fifteenth Street Historic District in the 1999 John Milner

Associates, Inc., report, *Final Recommendations: Historic and Architectural Survey West Louisville, Zone C, Jefferson County, Kentucky*, although it was not surveyed at that time for an unknown reason. However, it was marked as a contributing resource to the district on the map accompanying the proposed district in the report (John Milner Associates, Inc. 1999:22). While no longer directly used by the railroad, the building retains its integrity of location, setting, association, and feeling that rendered it eligible for listing in the NRHP as a part of the proposed district, and it therefore remains eligible for listing in the NRHP as a contributing resource. The proposed NRHP boundary for the district and Site 3 is depicted on Figure 24.

Determination of Effect: No Adverse Effect. The former Monon Freight Station (Site 3) was historically associated with the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train

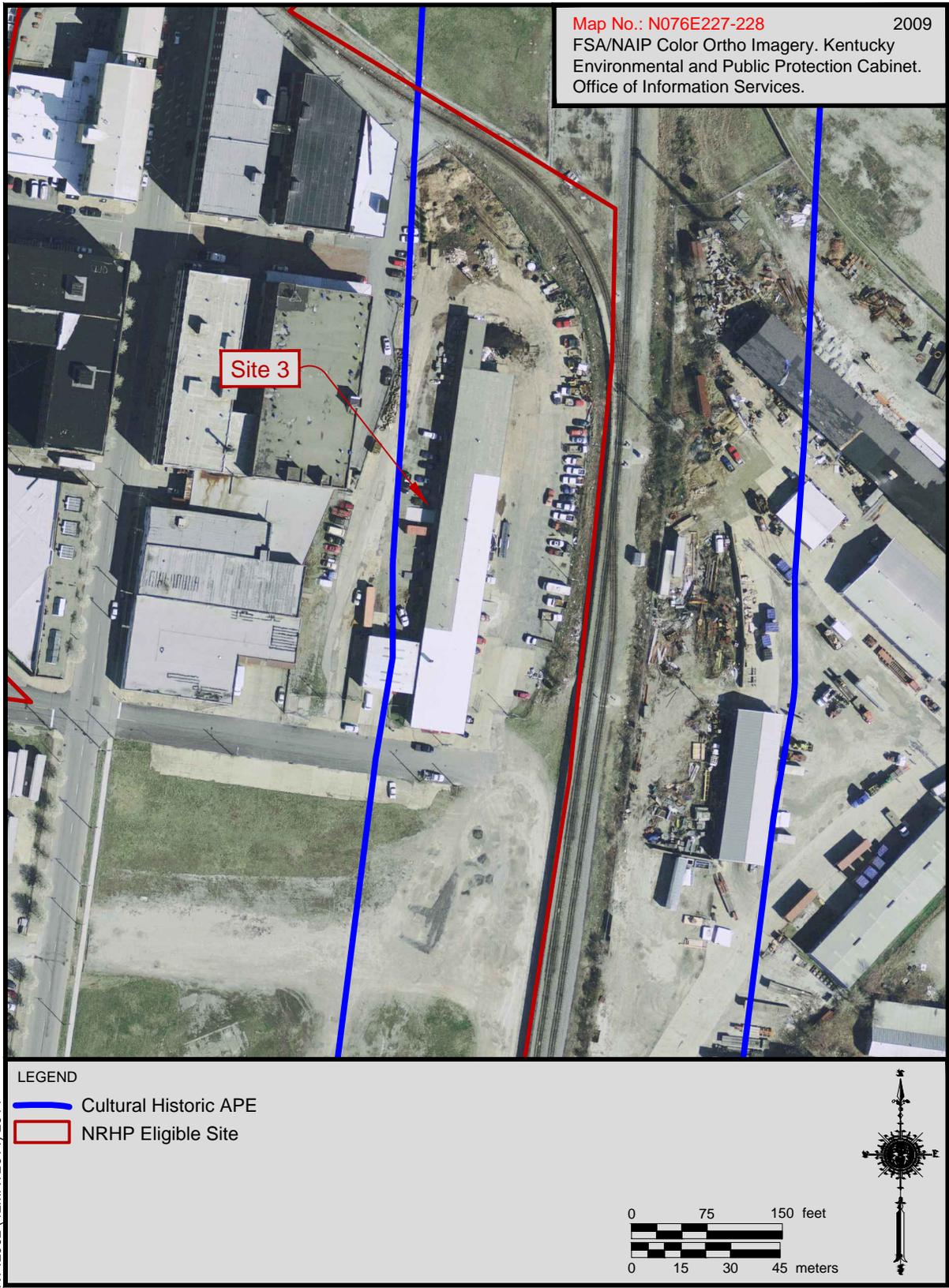


Figure 24. Site 3 (JFWP 614): Recommended NRHP Boundary.

timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association—it is a rail-related structure that would not exist but for the adjacent railroad. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 3 is eligible for listing in the NRHP.

Site 4

KHC Survey #: JFWP 164

Photographs: Figures 25–26

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607462 N: 4235447

Property Address: 1301 Portland Ave.
Louisville, KY 40203

Parcel Number: 015B00650000

Owner Information: Adkins Construction Co.
1301 Portland Ave.
Louisville, KY 40203

Deed: 6957 0391

Construction Date: 1888

Description: Site 4 consists of the Pennsylvania Railroad Freight Depot, located northwest of the intersection of North Thirteenth and Rowan Streets (Figure 25). Two non-historic structures constructed in 1997 and 2006 are also associated with the property and are located southwest of the depot. The structures are situated on a triangular, approximately 2.564-acre parcel with an asphalt

parking area located to the southwest and a gravel area located to the northeast of the building. According to the previous KHC survey forms from 2006 and 1979, the structure was constructed in 1888 for the Jeffersonville, Madison, and Indianapolis Railroad Company. It was later utilized as the Pennsylvania Lines Freight Depot until 1919. The building was then purchased by the Louisville Bridge and Terminal Railroad Company (Community Transportation Solutions, Inc. 2002a:VI-44; Kentucky Heritage Council, Survey and National Register Files). The building appears on the 1928 (updated to 1950) Sanborn map as the Pennsylvania Railroad Freight Station (Sanborn Map Company 1928 [updated 1950], volume 1:Sheet 85).

The southeastern portion of the building is a two-story, five-bay (w/d/x/x/w), side-gabled brick structure that historically served and currently serves as office space. It is situated on a mortared rough cut stone foundation beneath an asphalt shingle roof, and the brick is laid in seven course common bond. Pilasters along the southwest and northeast elevations of the two-story portion of the building divide the elevations into bays, and a corbelled cornice is located between the pilasters. An exterior brick chimney is attached to the northern corner of the southeast (side) elevation.

The primary single-leaf entry sheltered by a modern awning is located in a former window bay. Windows are comprised of one-over-one, double-hung vinyl sashes set into segmentally arched stone window hoods with keystones and stone sills. Two of the façade window openings have been enclosed with brick. One window on the second story of the façade has replacement nine-over-nine double-hung sashes. The window openings on the rear elevation are similar to those found on the southwest elevation. The northwest bay of the northeast elevation has a different type of brick and was likely reconstructed. The window openings of this bay also do not have the window hoods found throughout the remainder of the two-story section, further suggesting this bay has been modified. Attached by an enclosed breezeway to the northeast elevation of the two-story section is a non-historic Amtrak passenger railroad car.



Figure 25. Site 4 (JFWP 164): Pennsylvania Railroad Freight Depot.

The majority of the building consists of a one-story, side-gabled, brick railroad train shed that extends to the northwest from the two-story office section. The brick is also laid in seven course common bond beneath an asphalt shingle roof and is situated on a rough cut stone foundation. The southwest elevation of the train shed exhibits 15 bays delineated by brick pilasters. Brick corbelling is found along each of the bays. Loading dock openings are constructed with three-course brick segmental arches. Some of the openings have been enclosed, and one opening has been enlarged. The loading bays are fronted by wood or replacement metal garage doors. The eave along the southwest elevation of the train shed projects from the wall plane of the building to shelter the loading docks and is supported by heavy timber brackets that rest on a stone corbel. The northeast elevation of the train shed section of the building also has an eave that projects from the original wall plane of the building; it has been enclosed with modern

metal siding, concealing the original fenestration of this elevation.

NRHP Evaluation: Eligible. This site was previously surveyed for the *Louisville- Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report. The site was determined eligible for listing in the NRHP in the previous report under Criteria A and C as “an intact example of the form of freight depots used by railroads serving the Louisville area at the turn of the century” (Community Transportation Solutions, Inc. 2002a:VI-44–VI-45). The previous report states the KHC concurred with this determination in a letter dated February 13, 2002 (Community Transportation Solutions, Inc. 2002a:20, VI-44–VI-45). It was again surveyed in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)*, where it was found to retain the historic qualities of location, design, materials, and association that

contribute to the integrity of the site (Spurlock 2006:88). It continues to retain these qualities and therefore remains eligible for listing in the NRHP.

In the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report, the NRHP boundary for Site 4 is stated to be the footprint of the building (Community Transportation Solutions, Inc. 2002a:VI-45). The proposed NRHP boundary as illustrated in the *Louisville-Southern Indiana Ohio River Bridges Project, Indiana-Kentucky Assessment of Effects* report is triangular in shape and includes the lot to the southwest of the building (Community Transportations Solutions, Inc. 2002b:162a). The expanded boundary was again recommended in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)* report (Spurlock 2006:88). This NRHP boundary is illustrated in Figure 26.

Determination of Effect: No Adverse Effect. The Pennsylvania Railroad Freight Depot (Site 4) was historically associated with the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association - it is a rail-related structure that would not exist but for the adjacent railroad. The railroad has been an integral part of the building's association and feeling throughout its history. Therefore, the increase in rail traffic resulting from the proposed project will not

adversely affect the qualities for which Site 4 is eligible for listing in the NRHP.

Site 5

Site 5 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 6

KHC Survey #: JFWP 148

Photographs: Figures 27–29

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607315 N: 4235123

Property Address: 1400 W. Main St.
Louisville, KY 40203

Parcel Number: 014B00800000

Owner Information: West Main Leasing Co.
1402 W. Main St.
Louisville, KY 40203

Deed: 8773 0872

Construction Date: 1905

Description: Site 6 consists of the former Monon Freight Depot, located at 1400 West Main Street just west of the L&I railroad. It is currently situated on an approximately 4.08 acre parcel that is shared with Site 7, the National Foundry and Machine Company. Historically, Sites 6 and 7 were not situated on the same parcel but separated by Monon Avenue.

The depot is a long, narrow, two-story, one-bay (d), flat roof brick structure with the façade constructed into the grade so that a raised basement is visible (Figures 27–29). The façade and rear elevations are clad with coursed rusticated stone. A five-sided turret is projected from the northwest corner of the façade; it is supported by four large stone modillions. Pilasters line the east and west (side) elevations, dividing them into bays. Brick corbelling is found along each bay.

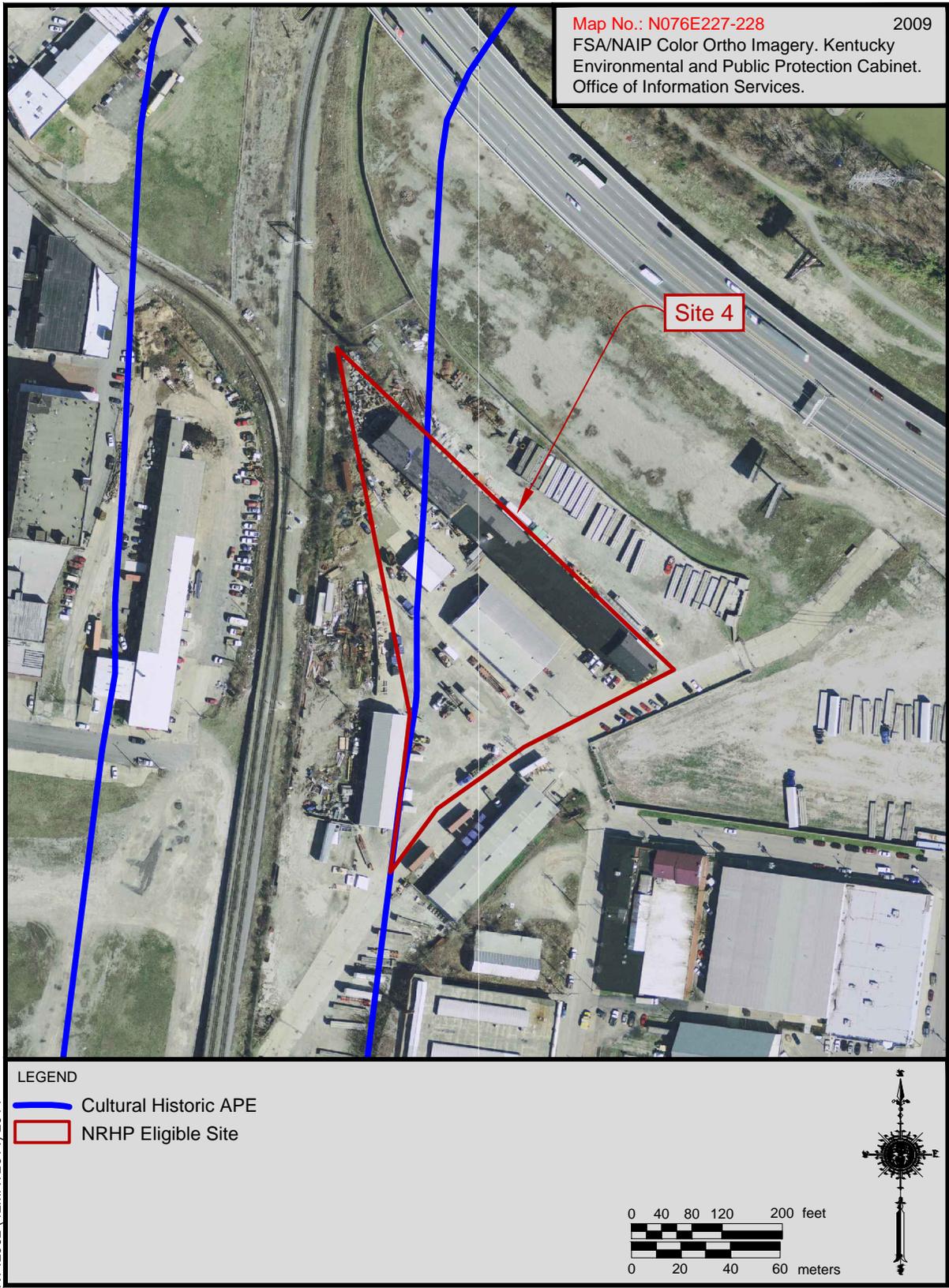


Figure 26. Site 4 (JFWP 164): Recommended NRHP Boundary.



Figure 27. Site 6 (JFWP 148): Monon Freight Depot.

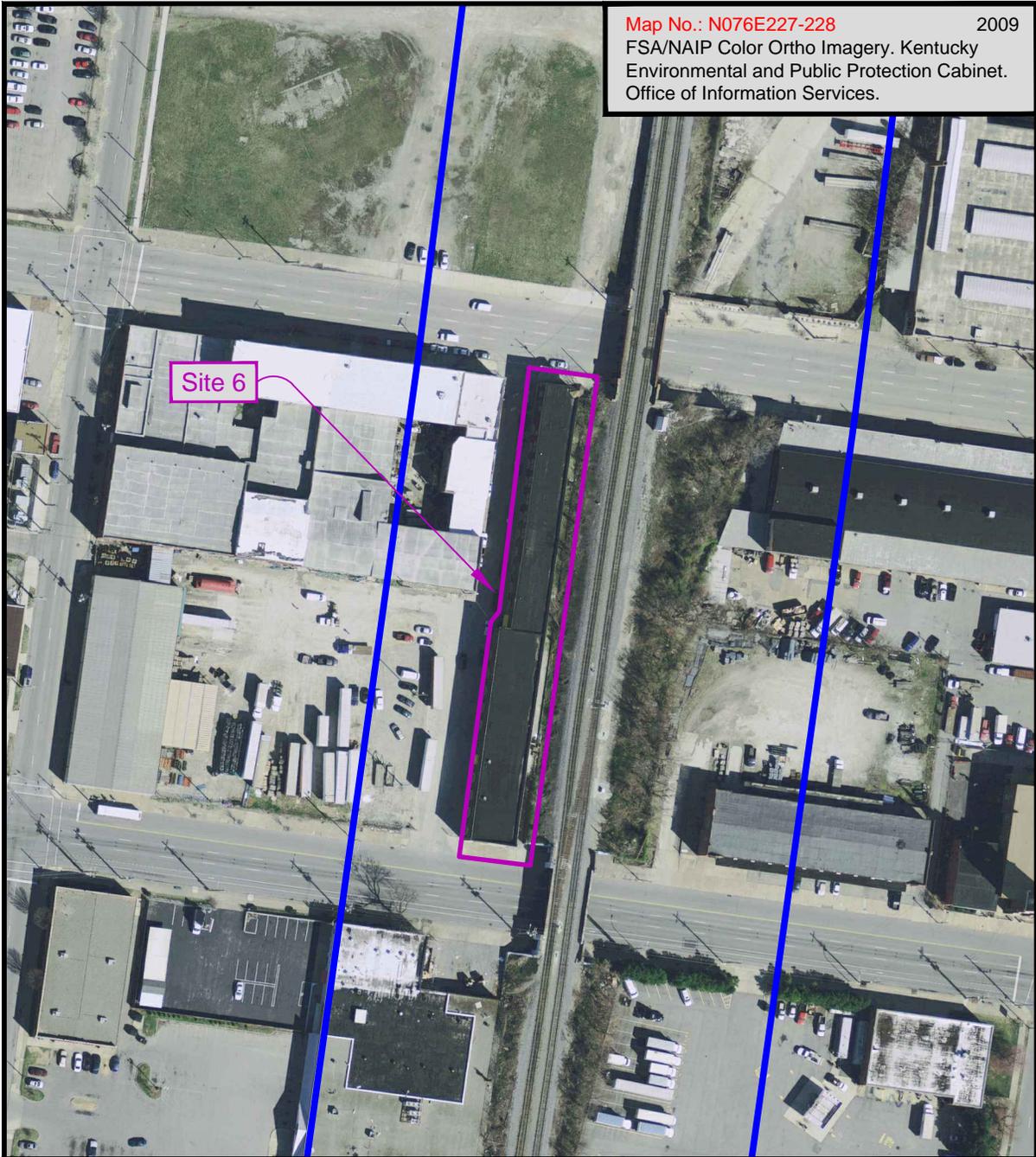


Figure 28. Site 6 (JFWP 148): Rear elevation of the Monon Freight Depot.

Map No.: N076E227-228

2009

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Environmental and Public Protection Cabinet.
Office of Information Services.



LEGEND

-  Cultural Historic APE
-  NRHP Listed Site

K14L002 (12MAY2014) 2014

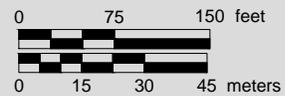


Figure 29. Site 6 (JFWP 148): NRHP Boundary.

The primary entry is recessed beneath a round arch and exhibits a metal door that opens onto a double concrete staircase. Two additional entries are located along the west elevation and are sheltered beneath canvas awnings. The loading dock openings have all been enclosed with plywood. All windows exhibit glass block, with the east and west elevation windows partially enclosed with plywood. Only the upper half of the window is visible.

NRHP Evaluation: Listed. The Monon Freight Depot was listed in the NRHP as part of the West Louisville MRA as the only example of Richardson Romanesque architecture in the area and as an excellent example of the style applied to a utilitarian commercial structure (Hedgepeth 1983). It was constructed in 1905 as a freight depot by the Chicago, Indianapolis and Louisville Railroad, known as the Monon (Kentucky Heritage Council, Survey and National Register Files). While there have been some changes to the depot, such as the enclosure of the side elevation loading bays, the depot still retains the qualities for which it was listed in the NRHP, including its Richardsonian Romanesque façade. The NRHP boundary for Site 6 is the property historically associated with the depot (Figure 29).

Determination of Effect: No Adverse Effect. The Monon Freight Depot (Site 6) was constructed specifically for railroad use and historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association—it is a rail-related structure that would not exist but for the adjacent railroad.

The railroad has always been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 6 is eligible for listing in the NRHP.

Site 7

KHC Survey #: JFWP 149

Photographs: Figures 30–33

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607256 N: 4235188

Property Address: 1402 W. Main St.
Louisville, KY 40203

Parcel Number: 014B00800000

Owner Information: West Main Leasing Co.
1402 W. Main St.
Louisville, KY 40203

Deed: 8773 0872

Construction Date: 1895, 1900

Description: Site 7 consists of the former National Foundry and Machine Company, now known as Caudill Seed Company, Inc., located at 1402 West Main Street. The property is comprised of the main factory building, constructed in 1895, an additional factory building constructed in 1900, and other attached factory buildings that were constructed throughout the twentieth century. The buildings are situated on an approximately 4.08-acre parcel shared with Site 6. However, historically these sites were located on separate parcels.

The main factory building is a three-story, five-bay (ww/ww/d/ww/ww), flat roof brick building (Figure 30). The bays are separated by pilasters with brick corbelling above. The primary entry has been resized and exhibits a single metal door. Windows are comprised of fixed, four-light metal sashes; the third-story windows have been enclosed with particle board. A three-story, four-bay (ww/ww/ww/wd), flat roof building capped by a parapet is attached



Figure 30. Site 7 (JFWP 149): Former National Foundry and Machine Company.

to the west elevation of the main factory building. A wood garage door fronts the westernmost façade opening. Windows exhibit six-over-six, double-hung metal sashes. According to the 1928 (updated 1951) Sanborn map, these two buildings housed the factory (Figure 31). Two one-story, two-bay (d/w) and three-bay (w/d/w), respectively, flat roof brick buildings are attached to the west elevation of this building. The one-story buildings exhibit multi-pane metal windows, and a metal sliding door fronts the garage opening at the center of the westernmost building. According to the 1928 (updated 1951) Sanborn map, these buildings housed the machine shop and finished products. The office, a two-story, three-bay (ww/ww/wdw), flat roof brick building, is attached to the east elevation of the original factory building. The primary entry for the entire complex is located within this section and exhibits a single leaf entry flanked by large metal sidelights, all sheltered beneath a canvas awning. First-story façade windows exhibit fixed aluminum sashes sheltered beneath canvas awnings, while second-story windows exhibit

paired one-over-one, double-hung metal sashes. First-story windows located along the east elevation have been enclosed with particle board and second-story windows exhibit paired and single one-over-one, double-hung metal sashes.

A large, primarily one-and-one-half-story, shallow gabled, rectangular brick building is attached to the rear elevations of the buildings located along West Main Street (Figure 32); the center portion is comprised of a single story. This building is connected to the remainder of the buildings at its center, east, and west ends, forming two interior courtyards. According to the 1928 (updated 1951) Sanborn map, the western portion of this building housed a factory, whereas the remainder was used as general storage. Brick pilasters separate the building into bays, with corbelling above. Almost all of the windows have been enclosed; only the large windows located along the eastern third of the south elevation remain. They exhibit multi-light pivot sashes.

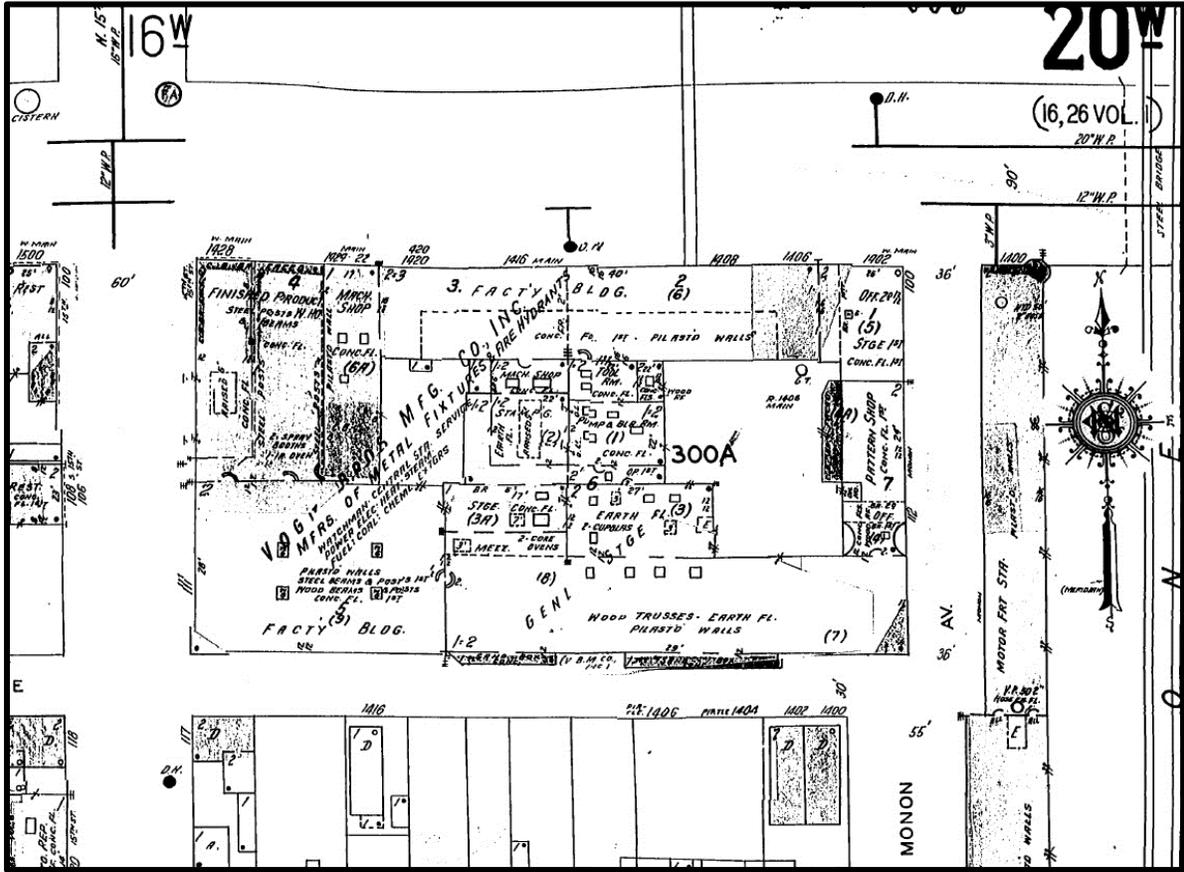


Figure 31. Site 7 (JFWP 149): 1928 (updated 1951) Sanborn map depicting the National Foundry and Machine Company.



Figure 32. Site 7 (JFWP 149): Rear elevation of the former National Foundry and Machine Company.

NRHP Evaluation: Listed. The National Foundry and Machine Company was originally surveyed as part of the Historic Resources of West Louisville MRA but was individually listed in the NRHP in May 1980 under Criterion A as an excellent example of an early-twentieth-century manufacturing complex. The National Foundry, created in 1895, made cast-iron pumps under the brand name Reilly. It was bought out by Adam Vogt in 1915 and became the Vogt Brothers Manufacturing Company, a nationally known supplier of pumps, fire hydrants, and metal valves and fittings (Foshee 1979: 3). Even though some changes have occurred to the building throughout its history, such as the enclosure of some windows, it still retains the qualities that made it eligible for listing in the NRHP. The NRHP boundary for Site 7 is depicted on Figure 33.

Determination of Effect: No Adverse Effect. The former National Foundry and Machine Company (Site 7) historically utilized the railroad and is located adjacent to a former freight depot (Site 6), which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic utilization of the railroad. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 7 is eligible for listing in the NRHP.

Site 8

KHC Survey #: JFWP 616

Photographs: Figures 34–35

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607414 N: 4235153

Property Address: 1300 W. Main St.
Louisville, KY 40203

Parcel Number: 014B01150000

Owner Information: Mueller Brothers Property
Inc.
P.O. Box 2258
Louisville, KY 40201

Deed: 5816 0217

Construction Date: circa 1925–1949

Description: Site 8 consists of a warehouse located at 1300 West Main Street adjacent to the L&I railroad. The structure is situated on an approximately 1.49-acre parcel; a large asphalt parking area is located to the south. The Jefferson County PVA dates the warehouse to 1853. However, the building is first depicted on the 1928 (updated 1951) Sanborn map as the Schmutz Manufacturing Company and Foundry. Based on its current form and appearance, it dates to the second quarter of the twentieth century; if any portion of the building dates to 1853, it has been altered such that it is no longer recognizable.

The warehouse is a large, one-story, fourteen-bay (d/x/x/x/x/x/x/x/x/x/x), monitor roof steel frame building (Figure 34) clad with a brick veneer beneath a metal panel roof. The corners of the building and the center of the north elevation are clad with limestone blocks, giving the impression of pavilions. These pavilions are parapeted, as are the gable ends. The pavilion at the northeast corner of the building exhibits a flat roof extension that is clad with v-crimp metal. Metal roof ventilators are located along the center of the roof. A two-story, shed roof section is located at the southwest corner of the building.

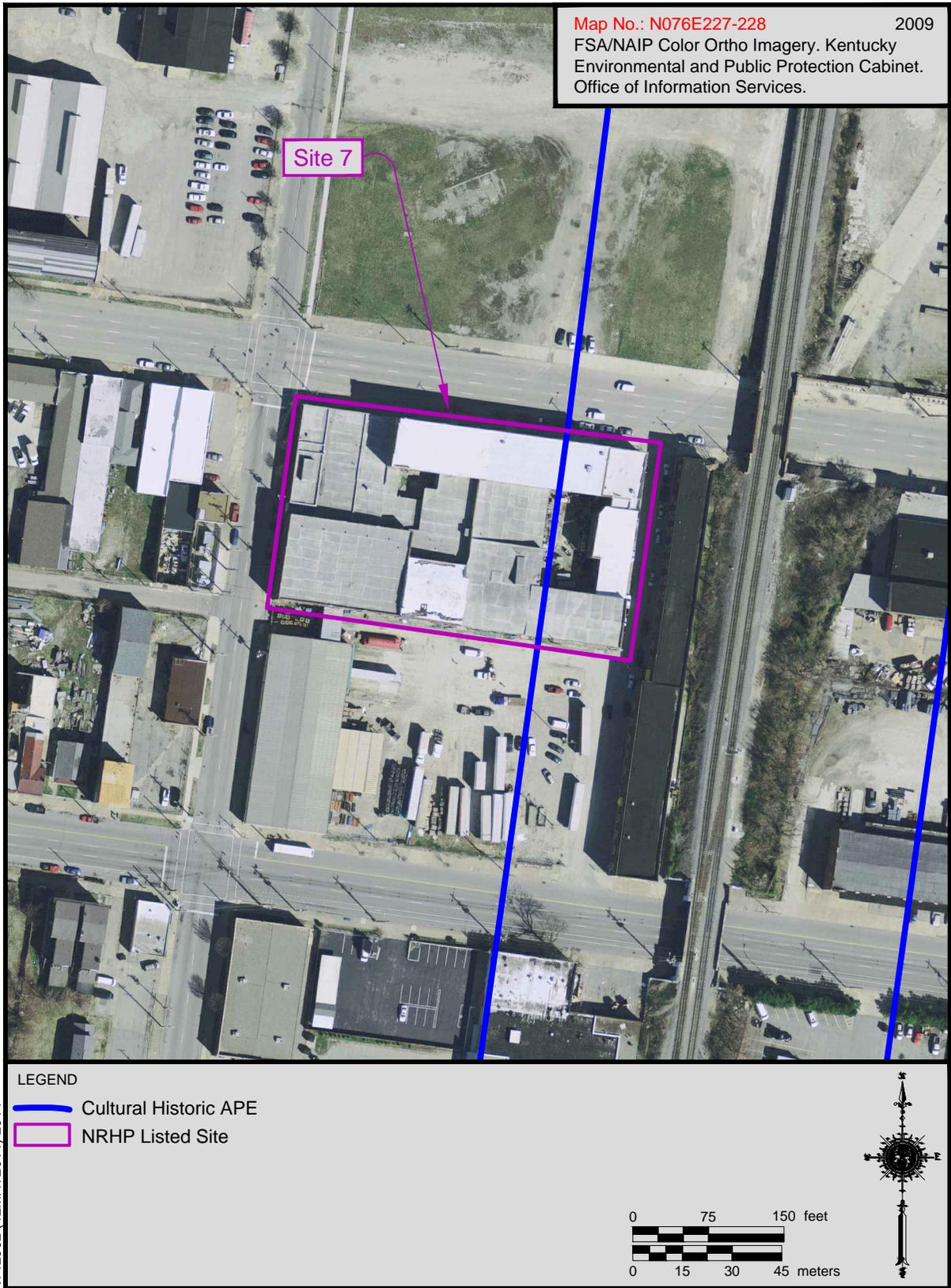


Figure 33. Site 7 (JFWP 149): NRHP Boundary.



Figure 34. Site 8 (JFWP 616): Southwesterly view of warehouse.

The former primary entry, located at the eastern corner of the north elevation, exhibits double-leaf doors that open onto concrete steps. However, this entry has been gated and is no longer in use. Two single-leaf entries sheltered beneath metal hoods are located at the center of the rear elevation (Figure 35). A window opening located at the northern corner of the east elevation has been reconfigured to a garage opening that is fronted by a metal rolling garage door. All other window openings have been enclosed with v-crimp metal panels.

NRHP Evaluation: Not Eligible. Schmutz Manufacturing Company and Foundry was founded in 1923 by Julius Schmutz as a printing machinery company (White 1979: 616–617). Research did not identify any information to suggest that Schmutz or his company made contributions to, or had notable associations with, significant events in local, state, or national history that would make the building eligible for listing in the NRHP under Criterion A or B. While the building does exhibit some detailing, such as the pavilions and parapets, that

elevate the architectural interest of the structure, the enclosure of all windows and the recladding of the northeastern parapet has compromised its integrity of design, materials, and workmanship to the point that it can no longer be considered for NRHP listing under Criterion C. Consequently, CRA recommends that Site 8 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 9

KHC Survey #: JFWR 3825

Photographs: Figures 36–37

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607394 N: 4235067

Property Address: 1311 W. Market St.

Louisville, KY 40203



Figure 35. Site 8 (JFWP 616): Rear elevation.

Parcel Number: 014B00820000

Owner Information: Midwest Investment
Properties LLC
P.O. Box 1008
Naples, FL 34106-1008

Deed: 9197 0035

Construction Date: circa 1925–1949

Description: Site 9 consists of a warehouse building located at 1311 West Market Street, adjacent to the L&I railroad. It is situated on an approximately 1.1-acre parcel with a concrete parking area along the street and a gravel parking area to the north of the building. The Jefferson County PVA states that the building was constructed in 1895, but it is first depicted on the 1928 (updated 1941) Sanborn map as a motor freight station. If the building does date to 1895, it has been altered so much that it is no longer recognizable. It is currently occupied by Midwest Construction Products.

The warehouse is a two-story, thirteen-bay (w/d/d/d/d/d/d/d/d/www/www/wdw),

extremely shallow side-gabled steel frame building (Figure 36) clad with a brick veneer. The east and west ends of the building exhibit gabled parapets that extend downward into pilasters, giving the impression of pavilions. Brick pilasters divide the bays at the center of the façade with brick corbelling above. An exterior chimney is located at the center of the east elevation, and two brick stacks extend from the roof at the western end of the building.

The primary, single-leaf entry, located at the eastern corner of the building at the center of the pavilion, is flanked by aluminum sidelights and set below a transom window; the entry opens onto the parking area. The garage bays are fronted by wood paneled garage doors; the easternmost garage bay is fronted by a metal rolling garage door. All are sheltered beneath a flat roof supported by wood brackets. First-story windows exhibit fixed metal sashes, whereas the arched windows along the second story have been enclosed with corrugated metal panels. The windows located at the center of the western pavilion have also been enclosed with metal

panels. The window above the entry exhibits three double-hung wood sashes; the center window is larger than the flanking windows. The west elevation exhibits a garage opening located at the center of the elevation (Figure 37), which is flanked by two large, narrow window openings and displays an arched window opening above. However, all of these have been enclosed with metal panels. According to the 1928 (updated 1951) Sanborn map, a large concrete loading dock is located along the rear elevation.

NRHP Evaluation: Not Eligible. The building originally functioned as a truck freight depot and is one of many such buildings that were constructed along the railroad to load and unload freight. Research has yet to reveal significant associations between Site 9 and persons or events of historical significance. Stylistically, the building exhibits some detailing, such as arched window openings, pilasters, and gabled parapets. It does retain original elements, such as its garage doors. However, it is a building type commonly found in industrial areas from the early to mid-twentieth century. Consequently, CRA recommends that Site 9 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 10

Site 10 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 11

KHC Survey #: JFWR 3827

Photographs: Figures 38–39

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607288 N: 4235009

Property Address: 1404 W. Market St.
Louisville, KY 40203

Parcel Number: 014B01230000

Owner Information: The Donna M. Wilmes
Living Trust

Deed: N/A

Construction Date: circa 1950–1974



Figure 36. Site 9 (JFWR 3825): Northwesterly view of building.



Figure 37. Site 9 (JFWR 3825): Northeasterly view of building.

Description: Site 11 consists of an industrial building located at 1410 West Market Street, adjacent to the L&I railroad. It is situated on an approximately .79-acre parcel, and asphalt parking areas are located east and west of the building. The south elevation of the building is connected to the shopping center.

The building is a one-story, four-bay (x/d/d/wdw), flat roof steel frame, roughly L-shaped structure (Figure 38) clad with a brick veneer. It is oriented to the west, toward the parking lot. A loading dock addition extends from the rear elevation to the east.

The primary, single leaf entry is flanked by aluminum sidelights sheltered beneath a cloth awning, and it opens onto the asphalt parking lot. Two garage bays fronted by rolling metal doors are located north of the entry. The northernmost bay has been enclosed with brick. A secondary entry exhibiting a metal door is located at the center of the north elevation. Four windows exhibiting fixed, multi-light metal windows are located east of this entry. Another garage bay is located just north of the center of

the rear elevation, and it is fronted by a rolling garage door.

Six garage bays are located along the north elevation of the loading dock addition (Figure 39). One of the center bays has been resized for a pedestrian entry exhibiting a metal door that opens onto a metal loading dock. The other five bays are fronted by wood and metal garage doors.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 11 and persons or events of historical significance. The industrial building located at Site 11 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout the twentieth century. Consequently, CRA recommends that Site 11 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 38. Site 11 (JFWR 3827): Southeasterly view of industrial building.



Figure 39. Site 11 (JFWR 3827): Southwesterly view of industrial building.

Site 12

Site 12 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 13

KHC Survey #: JFWR 3829

Photographs: Figures 40–41

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607281 N: 4234940

Property Address: 1407 W. Jefferson St.
Louisville, KY 40203

Parcel Number: 014B01240000

Owner Information: Russell Plaza Shopping
Center, LLC
1115 S. Fourth St. Apt 1
Louisville, KY 40203

Deed: 8109 0914

Construction Date: 1909

Description: Site 13 consists of a warehouse located at 1407 West Jefferson Street, adjacent to the L&I railroad. The property encompasses approximately 2.87 acres, largely comprised of an asphalt parking lot. According to the 1928 (updated 1941) Sanborn map, the building was the Louisville Public Warehouse Company. The building has been integrated into the Russell Plaza Shopping Center that was constructed in 1966. An additional building housing a Family Dollar store was constructed in 2000 and is located at the northwest corner of the property.

The warehouse is a three-story, five-bay (ww/wxw/www/www/www), flat roof, rectangular plan brick building (Figure 40) ornamented with Neoclassical elements such as concrete water tables and entry surround. It was constructed into the grade so that the basement along the eastern half of the building is partially above grade. The brick of the façade along the third story has been reconstructed.

The former primary entry has been enclosed with concrete block but retains its sidelights and

Classical surround; primary entry to the building is now through the integrated one-story shopping center (Figure 41). First-story windows exhibit one-over-one, double-hung wood sashes; upper-story windows exhibit paired two-over-two, double-hung wood sashes. Windows along the west elevation above the shopping center exhibit one-over-one, double-hung wood sashes. A large metal fire escape is attached to the center of the east elevation. A one-story, shed roof frame addition is attached to the building just north of the fire escape.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 13 and persons or events of historical significance. While the industrial building located at Site 13 does display some Neoclassical elements, the building as a whole has been altered by the enclosure of the primary entry, the partial reconstruction of the façade, and by its integration into the Russell Plaza Shopping Center. These alterations have compromised the building's integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 13 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 14

KHC Survey #: JFWR 3830

Photographs: Figures 42–43

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607346 N: 4234839

Property Address: 1328 W. Jefferson St.
Louisville, KY 40203

Parcel Number: 014G01680000

Owner Information: Abby Properties LLC
P.O. Box 2347
Louisville, KY 40201

Deed: 7449 0120

Construction Date: 1945



Figure 40. Site 13 (JFWR 3829): Northerly view of building.



Figure 41. Site 13 (JFWR 3829): Large fire escape attached to the east elevation.

Description: Site 14 consists of a warehouse located at 1328 West Jefferson Street, adjacent to the L&I railroad. The building is situated on an approximately .45-acre parcel and comprises the entire parcel except for the sidewalk. The building is first depicted on the 1928 (updated 1951) Sanborn map as a Machine Shop; it also consisted of only the western third of the current structure. Overhead Door Company currently occupies the building.

The original portion of the warehouse is a one-story, flat roof, rectangular plan brick structure (Figure 42). Two window openings along the north elevation have been enclosed with brick. A pedestrian entry exhibiting a metal door is located at the northern corner of the east elevation of the original section that extends beyond the façade of the addition.

The primary entry is located at the center of the large one-story frame addition that is clad with metal panels (Figure 43) and exhibits a recessed single leaf entry that opens onto the sidewalk. An additional, secondary entry is

located east of the primary entry; it exhibits a single metal door. Two garage bays fronted by rolling metal doors are located east of this secondary entry. The larger of the two is located at the eastern corner of the façade; the smaller is recessed. Two additional garage bays are located at the east and west corners of the rear elevation and are also fronted by rolling metal doors.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 14 and persons or events of historical significance. The industrial building located at Site 14 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout the twentieth century. Consequently, CRA recommends that Site 14 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 42. Site 14 (JFWR 3830): Original portion of the building constructed in 1945.



Figure 43. Site 14 (JFWR 3830): Later addition.

Site 15

KHC Survey #: JFWR 3831

Photographs: Figures 44–45

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607341 N: 4234695

Property Address: 1327 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Parcel Number: 014G01700000

Owner Information: PPG Architectural
Finishes, Inc.
1 PPG Place
Pittsburgh, PA 15272

Deed: 7216 0802

Construction Date: circa 1950–1974

Description: Site 15 consists of a large factory building located at 1327 West Muhammad Ali Boulevard. The building is situated on an approximately 5.74-acre parcel, of which the northern and southern thirds are comprised of asphalt parking areas. The original portion of the building is depicted on the 1928 (updated 1941) Sanborn map as the Porter Paint Company factory building and it comprises the southwest corner of the building.

The factory building is a large, primarily three-story, fourteen-bay (dd/d/d/d/d/d/d/d/d/d/d/d/d/d/d/d/d), flat roof, rectangular, steel frame building clad with a brick veneer (Figure 44). The center of the building extends a full story above the rest of the building, and a one-story, flat roof addition is attached to the east elevation. A shed roof, metal clad addition is attached to the eastern corner of the rear elevation; it was constructed in 2005.

The recessed primary entry exhibits paired metal doors with three lights that open onto the

asphalt parking lot. A secondary entry is located at the center of the façade and exhibits a single door sheltered beneath a cloth awning. A large secondary entry consisting of a metal door with a small, single light is located adjacent to the central entry. Six garage bays fronted by rolling metal doors are located on either side of these two entries. A band of three-light metal fixed sash windows separated by spandrels is located above the central entry.

Single and paired metal pivot sash windows are located along the rear elevation (Figure 45). A garage bay fronted by a rolling metal door is located at the center of the south elevation of the shed roof addition. Fourteen metal tanks are located at the center of the parking lot and are attached to the building via metal latticework concealing a metal pipe.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 15 and persons or events of historical significance. The industrial building located at Site 15 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or

significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The later additions to the building also compromise its integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 15 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 16

Site 16 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 17

KHC Survey #: JFWR 3833

Photographs: Figures 46–49

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607296 N: 4234560



Figure 44. Site 15 (JFWR 3831): Southwesterly view of Site 15.



Figure 45. Site 15 (JFWR 3831): Rear elevation.

Property Address: 1316 W. Muhammad Ali Blvd.
Louisville, KY 40203

Parcel Number: 013B01380000

Owner Information: Louisville Central Community Centers
1300 W. Muhammad Ali Blvd.
Louisville, KY 40203

Deed: 7582 0899

Construction Date: 1922

Description: Site 17 consists of a former warehouse located at 1316 West Muhammad Ali Boulevard, adjacent to the L&I railroad. An automotive center constructed in 1966 is also associated with the property; it is located east of the warehouse and is connected via a shed roof breezeway. The structures are situated on an approximately 2.89-acre parcel, and there is an asphalt parking area south of the buildings. A chain-link fence surrounds the property. The

warehouse is depicted on the 1928 (updated 1941) Sanborn map as an International Harvester Co. auto and farm machinery warehouse. The building is currently used by Louisville Central Community Centers, Inc.

The former warehouse is a four-story, five-bay (www/www/d/www/www), flat roof rectangular concrete frame structure clad with a brick veneer (Figure 46). A small, square portion of the building extends above the fourth story at the southwest corner of the building. A two-story, shed roof addition is attached to the west elevation, and a full height, concrete, steel frame and glass stairwell is attached to the northeast corner.

The former primary entry exhibits double-leaf doors beneath a transom window with a Classical surround. Windows surrounding the entry have been enclosed. A single-leaf entry is located at the northern corner of the east elevation of the stairwell addition. First-story façade windows exhibit fixed metal sashes beneath three-light transom windows set in

threes; the window opening of the two-story addition has been enclosed with brick. Upper-story façade windows exhibit fixed metal sashes beneath a single transom window, also set in groups of three. East elevation windows exhibit the same fenestration as the façade. Rear elevation windows also exhibit the same sash in groups of three (Figure 47); however, they are only located on the upper stories.

The breezeway connecting the warehouse with the automotive center is a one-story, shed roof steel frame structure (Figure 48). The façade is stepped to give the appearance that the roof is stepped. The current double-leaf primary entry is located at the center of the breezeway; it is sheltered beneath a flat porch roof with the words “Old Walnut Street” attached. The wall of the façade is constructed of plate glass windows. Another secondary entry exhibiting double-leaf doors flanked by fixed metal windows is located at the eastern corner of the rear elevation of the breezeway.

The automotive center is a one-story, flat roof building (Figure 49). The northeast corner

exhibits a stepped parapet with a curved glass block wall beneath. A secondary entry exhibiting a metal door is located at the western corner of the façade. Metal ribbon windows are located at the center.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 17 and persons or events of historical significance. The industrial building located at Site 17 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. The incompatible additions to the building and replacement windows and doors also compromise its integrity of design, materials, and workmanship. Due to the incompatible additions, the site’s integrity of association and feeling have also been compromised. Consequently, CRA recommends that Site 17 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 46. Site 17 (JFWR 3833): Southwesterly view of Site 17.



Figure 47. Site 17 (JFWR 3833): Rear elevation.



Figure 48. Site 17 (JFWR 3833): Breezeway.



Figure 49. Site 17 (JFWR 3833): Automotive center.

Site 18

KHC Survey #: JFWR 3834

Photographs: Figure 50

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607284 N: 4234493

Property Address: 1316 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Parcel Number: 013B01380000

Owner Information: Louisville Central
Community Centers
1300 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Deed: 7582 0899

Construction Date: 1954

Description: Site 18 consists of a garage located along the north side of West Madison Street, adjacent to the L&I railroad. The building is currently associated with Site 17 and is situated on the same, approximately 2.89-acre parcel, at the southwest corner. It is currently used to house utilities and for storage. The building was surveyed separately because it was not historically associated with Site 17, although it now sits on the same parcel.

The building is a one-story, five-bay (d/d/d/d/d), side-gabled concrete block structure situated on a poured concrete foundation (Figure 50). A parapet is located above the gable ends; a steel stack extends above the roof at the southern end of the building. Two pedestrian entries exhibiting metal doors are located at the center and southern end of the east elevation. Garage bays are fronted by wood and metal garage doors. The central garage bay opens onto a concrete loading dock and ramp. Three window openings along the south elevation have been enclosed with concrete block.



Figure 50. Site 18 (JFWR 3834): Northwesterly view of Site 18.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 18 and persons or events of historical significance. The garage located at Site 18 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout much of the twentieth century. Consequently, CRA recommends that Site 18 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 19

Site 19 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 20

KHC Survey #: JFWR 3836

Photographs: Figures 51–52

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607226 N: 4234443

Property Address: 1424 W. Madison St.
Louisville, KY 40203

Parcel Number: 013B01960000

Owner Information: Deanna V. O'Bryan
4437 Savage Dr.
Louisville, KY 40216

Deed: 10178 0549

Construction Date: circa 1950–1974



Figure 51. Site 20 (JFWR 3836): Southeasterly view of Site 20.



Figure 52. Site 20 (JFWR 3836): West elevation.

Description: Site 20 consists of a warehouse located at 1424 West Madison Street, adjacent to the L&I railroad. It is situated on an approximately .51-acre parcel, with a concrete parking area located to the west. The property is enclosed with a chain-link fence. According to the Jefferson County PVA, the building dates to 1950; however, it does not appear on the 1928 (updated 1951) Sanborn map. Based on its form and appearance, it likely dates to circa 1950–1974.

The building is a one-story, five-bay (w/w/d/w/w), front-gabled concrete block structure (Figure 51), with the façade exhibiting ribbed concrete block. A stepped parapet is located above the north gable end. The west elevation is delineated by concrete block pilasters.

The primary entry exhibits a metal door with a single light that opens onto a concrete sidewalk and is sheltered beneath a flat roof hood supported by metal cables. Windows exhibit fixed metal sashes set behind metal security bars. Additional, identical secondary entries are located at the northern and southern ends of the west elevation (Figure 52). A garage bay fronted by a metal sectional garage door is located at the center of the elevation. Three fixed metal sash windows set behind metal security bars are also located along the elevation.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 20 and persons or events of historical significance. The industrial building located at Site 20 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout the twentieth century. Consequently, CRA recommends that Site 20 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 21

Site 21 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 22

KHC Survey #: JFWR 3838

Photographs: Figure 53

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607340 N: 4234136

Property Address: 1326 Magazine St.
Louisville, KY 40203

Parcel Number: 013G00200000

Owner Information: Louisville Gas & Electric
Company

Deed: 4917 0317

Construction Date: 1924

Description: Site 22 consists of the Magazine Substation, located at 1326 Magazine Street, at the southwest corner of its intersection with South Thirteenth Street. It is situated on an approximately 1.92-acre parcel comprised primarily of a gravel lot with electrical equipment. According to the 1928 (updated 1941) Sanborn map, the substation was constructed in 1924. The building is located outside of the APE, but because the western portion of the property lies within it is included in the survey.

The substation is a one-story, one-bay (d), flat roof, rectangular brick building (Figure 53) situated on a concrete foundation. It exhibits Classical Revival elements, such as concrete water tables and corner blocks, brick belt courses, and recessed panels. The foundation along the façade has been reconstructed with concrete block. A parapet runs along the roof, and six interior brick chimneys extend from it.



Figure 53. Site 22 (JFWR 3838): Northwestern view of Site 22.

The only entry, located at the southern corner of the façade, exhibits a metal door with a single light set behind a metal security gate that opens onto concrete steps flanked by brick railings. Two metal plaques with the words “Louisville Gas & Electric Company, Magazine Substation, Pioneers in Public Service, Founded in 1838” flank the entry. Two windows are located along the south elevation; the eastern window is comprised of a two-over-two, double-hung metal sash, and the western window exhibits a six light metal pivot sash. Both are set behind metal grates. Metal duct work runs into the building at the center of the north elevation.

NRHP Evaluation: Not Eligible. Site 22 was constructed by the Louisville Gas & Electric Company, which was formed in 1838 as Louisville Gas & Water. The company provided gas streetlights by selling gas from its local coal plant to fuel the gas lights. The company changed its name to Louisville Gas in 1842, after deciding not to construct a waterworks, and became Louisville Gas & Electric in 1913 through the merger of Louisville Gas, Louisville Lighting, and Kentucky Heating (About LG&E 2014). However, even though the building is associated with the oldest power company in

Louisville, other LG&E buildings throughout the city better illustrate the history of the company. It does exhibit some Classical Revival elements, such as belt courses, recessed panels, and concrete water tables, but it is not a significant example of the style. Consequently, CRA recommends that Site 22 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 23

Site 23 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 24

KHC Survey #: JFSW 436

Photographs: Figures 54–56

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607100 N: 4234100

Property Address: 1403 W. Broadway
Louisville, KY 40203

Parcel Number: 013G00070000

Owner Information: Cross Land Development
LLC
P.O. Box 15247
Fort Lauderdale, FL
33318

Deed: 9993 0241

Construction Date: 1921

Description: Site 24 consists of the former Axton-Fisher Tobacco Company Warehouse. The building is situated on an approximately .82-acre parcel, with an asphalt parking lot comprising the western third. The original iron gates providing access to the parking lot are located at the southeast corner of the parking lot. The building was originally constructed for the Frank A. Menne Candy Company but became part of the Axton-Fisher Tobacco Company when it was purchased in 1932 for use as a warehouse to store loose leaf tobacco. The Axton-Fisher Company, the largest independent tobacco company in America during the Great Depression, utilized the building until it was sold to Phillip Morris in 1944, who then sold it again as it was not part of Phillip Morris's plan for Louisville operations (Neary 2002). According to the 1928 (updated 1951) Sanborn map, the building was used as offices for the Department of Veterans Affairs during the mid-twentieth century; it is now vacant.

The building is a large, five-story with a raised basement, six-bay (xx/www/www/www/wd), flat roof, reinforced concrete, rectangular plan structure (Figure 54) with Beaux Arts details, such as brick belt courses, a concrete water table, recessed panels, and concrete keystones above the windows. The façade is clad with brick and topped with a parapet that is gabled and ornamented with scrolls at each corner, giving the impression of pavilions. A yellow glazed brick cornice runs along the roof line. Brick pilasters with concrete bases and capitals divide the bays. The other elevations exhibit exposed concrete. A large brick stack is attached to the northeast corner of the building. A large steel crane is located within a rectangular, steel frame structure located at the center of the roof.

The recessed primary entry located at the eastern corner of the façade exhibits paired wood doors that open onto concrete steps and feature a single light. A frosted glass window is located above. The window adjacent to the entry has been resized for an identical frosted glass window. The former primary entry located at the center of the western pavilion has been enclosed with concrete block; paired metal doors are located at the western corner, adjacent to the enclosed entry. One-over-one, double-hung wood sash windows located above these entries have also been enclosed with plywood. The entry and windows are situated within a concrete surround. A one-story, flat roof garage addition is attached to the east elevation; the garage bay has been resized to hold paired fixed wood sash windows. Upper story windows exhibit eight-over-eight, double-hung metal sashes; several windows have been enclosed with plywood, primarily along the third and fifth floors. Four-over-four, double-hung metal sash windows are located along the east and west elevations in groups of four and five.

The center of the west elevation exhibits three recessed loading dock bays separated by concrete piers (Figure 55). Four garage bays fronted by metal garage doors open onto the loading dock. Another one-story, flat roof concrete block garage addition is attached to the northern half of the west elevation; a metal garage door fronts the garage opening.

NRHP Evaluation: Listed. Site 24, the Axton-Fisher Tobacco Manufacturing Warehouse, was listed in the NRHP in April 2003. It was listed under Criterion A for local significance in the area of Industry for its role in the manufacturing and distribution of consumer tobacco products during the early to mid-twentieth century. The Axton-Fisher Tobacco Company introduced individually packaged cigarettes and was the first tobacco company to manufacture menthol cigarettes (Neary 2002: 8-1, 8-4). While there have been some changes to the building since its NRHP listing, it still conveys the association and feeling necessary to remain listed in the NRHP. The NRHP boundary for Site 24 is depicted on Figure 56.



Figure 54. Site 24 (JFSW 436): Axton-Fisher Tobacco Company Warehouse.



Figure 55. Site 24 (JFSW 436): West elevation.

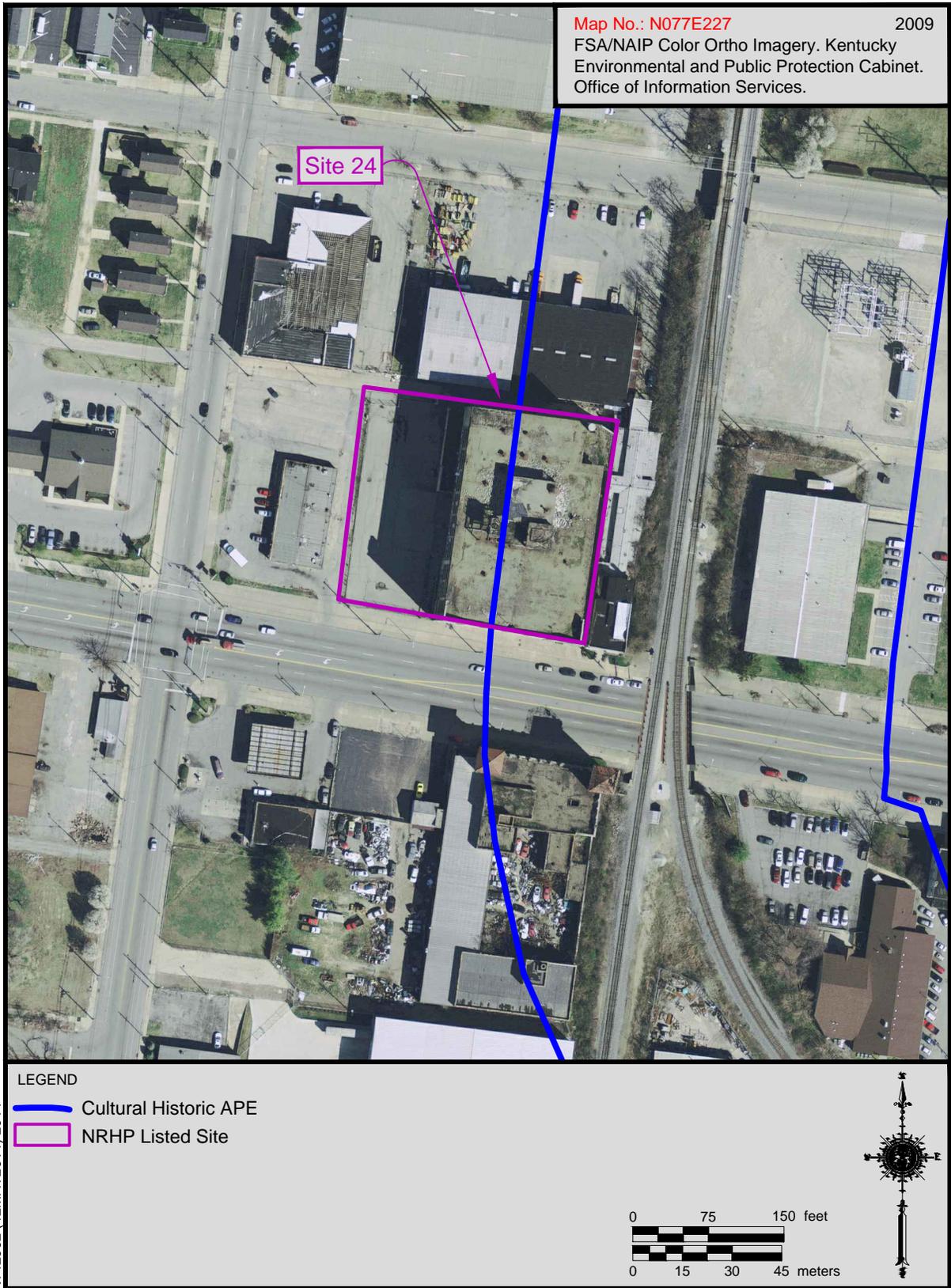


Figure 56. Site 24 (JFSW 436): NRHP Boundary.

Determination of Effect: No Adverse Effect. The former Axton-Fisher Tobacco Company Warehouse (Site 24) historically utilized the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has always been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 24 is eligible for listing in the NRHP.

Site 25

Site 25 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 26

KHC Survey #: JFSW 404

Photographs: Figures 57–59

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607157 N: 4234016

Property Address: 1400 W. Broadway
Louisville, KY 40203

Parcel Number: 036D01530000

Owner Information: Broadway Castle
Properties LLC
8710 Stoney Point Rd.
Charlestown, IN 47111

Deed: 9368 0168

Construction Date: 1908

Description: Site 26 consists of the former Whiteside Bakery, located at 1400 West Broadway adjacent to the L&I railroad. The building is situated on an approximately 1.23-acre parcel, and there's an asphalt parking lot to the west of the building. The building was constructed by Arthur Loomis in 1908 for bakery magnate I.F. Whiteside. The bakery was acquired by General Baking Company of New York, who modernized the bakery in 1929. The bakery produced Bond Bread before it was sold to Dixie Baking Company in 1966 (Kane 1978: 8-3, 8-4). The building is currently used as an auto warehouse.

The building is a two-story with a raised basement, seven-bay (www/ww/www/x/www/ww/www), flat roof brick Mission style rectangular building with a stucco veneer situated on a rusticated stone foundation (Figure 57). The roofline is dominated by two hip roof square towers that extend from the corners of the façade and are asymmetrical. The clay tile roof of each tower is supported by bracketed eaves. The eastern tower is taller and once held an electric clock, of which the outline is visible (Figure 58). Remnants of the Bond Bread sign are attached to the metal scaffolding above the roof. Recessed arched windows are located beneath the eave on the west side of the tower. Concrete gargoyles are located at each corner. The western tower is shorter, with squat columns recessed into the bracketed eaves that support a low arch framing the windows on each tower face. Corbelled brick balconies protrude from each side of the tower, exhibiting post and lintel balustrades. Limestone shields flank the balustrades. Five narrow windows are located beneath the balconies on each tower face. The roof between the towers is castellated, with decorative lion's head cornice beneath.

The former primary entry, situated beneath a round arch with an arched transom window, has been enclosed with vertical board. Limestone voussours frame the door, and a concrete arch frames the entry. Windows exhibit one-over-one, double-hung wood sashes with wood



Figure 57. Site 26 (JFSW 404): Whiteside Bakery.



Figure 58. Site 26 (JFSW 404): Detail of eastern tower and Bond Bread sign.

transom windows above; windows flanking the entry exhibit three-light transoms. A corbelled limestone balcony is located directly above the entry; a wrought-iron balustrade runs the perimeter of the balcony. A recessed, tripartite arch is located at the center of the balcony. Quatrefoil windows flank the balcony. Additional corbelled balconies with wrought-iron railings are located along the second floor beneath the towers.

A two-story, flat roof brick addition is attached to the west elevation, with a rusticated stone veneer façade that wraps around the corner of the west elevation. The current primary entry is located at the center of the façade of the addition and exhibits a single-leaf entry flanked by plate glass windows sheltered beneath a mansard roof overhang covered with asphalt shingles. Fixed windows are located along the second story of the west elevation.

NRHP Evaluation: Listed. Site 26, Whiteside Bakery was originally surveyed in January 1977 as part of the Historic Resources of West Louisville MRA but was individually listed in the NRHP in March 1979 under Criterion A in the areas of Commerce and Industry as a superb example of early-twentieth-century industrialization in the food processing industry and under Criterion C in the area of Architecture as an excellent example of the California Mission Style, which is rare in the Louisville area. At the time of its construction, it utilized the most advanced technology available to provide efficient and sanitary handling methods. It provided up to 170,000 loaves of bread to Louisville alone daily (Kane 1978: 8-4). While there have been some changes to the building since its NRHP listing, it still conveys the association and feeling necessary to remain listed in the NRHP. The NRHP boundary for Site 26 is depicted on Figure 59.

Determination of Effect: No Adverse Effect. The former Whiteside Bakery (Site 26) historically utilized, and is located adjacent to, the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing

trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has always been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 26 is eligible for listing in the NRHP.

Site 27

KHC Survey #: JFWR 3841

Photographs: Figure 60

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607179 N: 4234072

Property Address: 1401 W. Broadway
Louisville, KY 40203

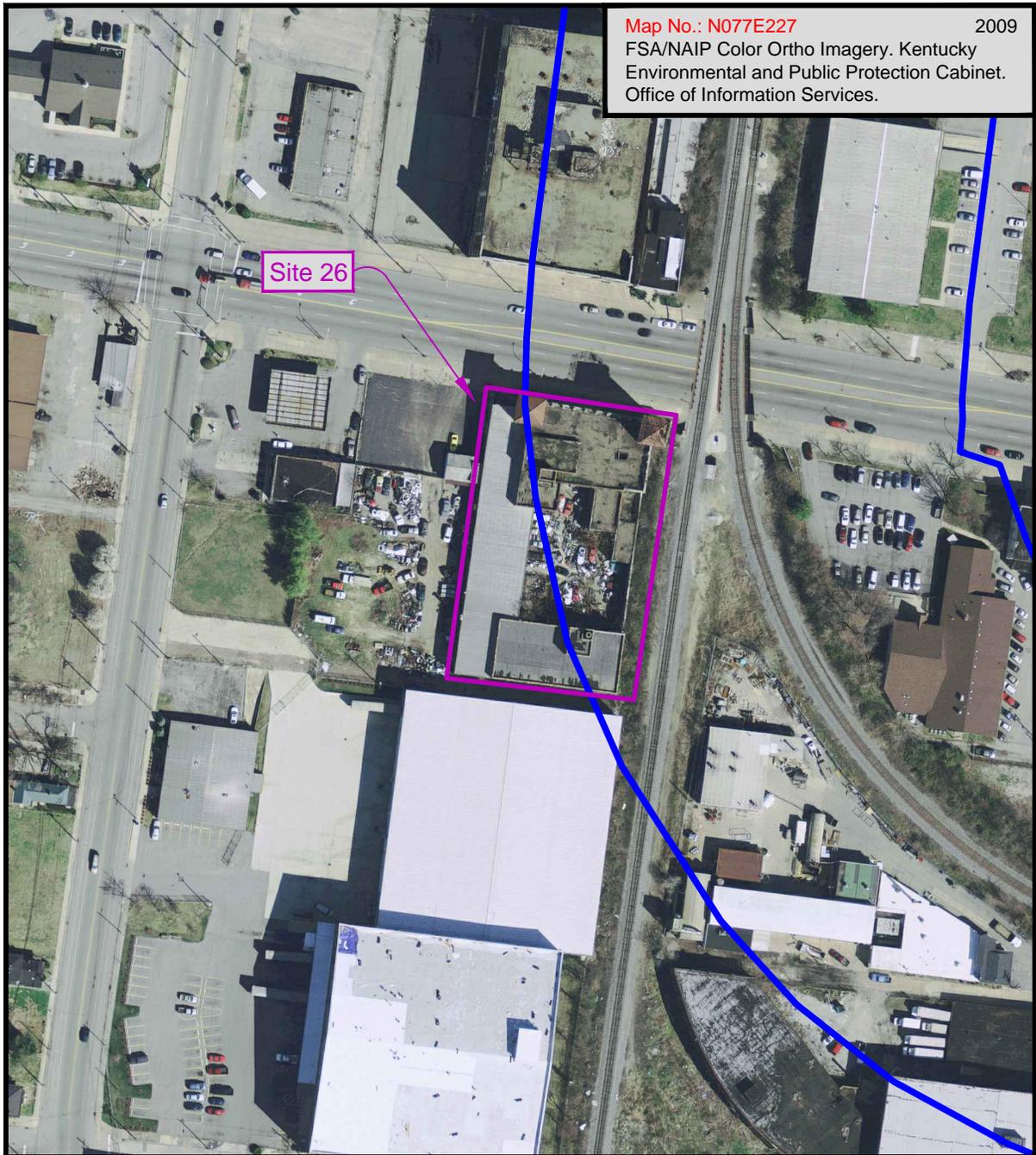
Parcel Number: 013G00080000

Owner Information: Bill Stone Real Estate
LLC
1401 W. Broadway
Louisville, KY 40203

Deed: 8547 0167

Construction Date: 1911

Description: Site 27 consists of the Louisville Plate Glass Co. building, located at 1401 West Broadway, adjacent to the L&I railroad. The building is situated on an approximately .2369-acre parcel comprised entirely of the building. The company was founded in 1911 and is the longest serving provider of architectural glass products in the Midwest and Mid-South (Louisville Plate Glass Co. 2014).



Map No.: N077E227

2009

FSA/NAIP Color Ortho Imagery. Kentucky
Environmental and Public Protection Cabinet.
Office of Information Services.

Site 26

LEGEND

-  Cultural Historic APE
-  NRHP Listed Site

K14L002 (12MAY2014) 2014

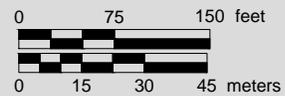


Figure 59. Site 26 (JFSW 404): NRHP Boundary.

The building is a three-story, three-bay (www/wdw/www), flat roof, rectangular reinforced concrete commercial building clad with a brick veneer (Figure 60). According to the 1928 (updated 1941) Sanborn map, the southern third of the building is comprised of offices, with the remainder comprised of a factory. A parapet runs around the roof of the office portion, and a clerestory in the shape of a cross extends from the factory portion of the building. The west elevation is connected to the east elevation of Site 24.

The primary, single-leaf entry is flanked by aluminum sidelights beneath a transom window that opens onto concrete steps. First-story windows exhibit large, aluminum storefront windows in groups of three beneath large metal vents. A sign with the words “Louisville Plate Glass Co.” is centered above the first story. Second-story windows exhibit one-over-one, double-hung aluminum sashes with fixed sash windows located above and below. Third-story windows exhibit the same configuration but without the fixed sash window above. Numerous window openings are located along the east

elevation; however, they were not readily visible from the ROW.

NRHP Evaluation: Not Eligible. The Louisville Plate Glass Co. has been in existence for over 100 years; however, while notable, research did not identify any significant associations between this company and events or persons of historic significance that would make Site 27 eligible for inclusion in the NRHP under Criterion A or B. The commercial/industrial building located at Site 27 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The addition of replacement windows and doors has also compromised its integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 27 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 60. Site 27 (JFWR 3841): Northwesterly view of the Louisville Plate Glass Co. building.

Site 28

KHC Survey #: JFSW 979

Photographs: Figures 61–62

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607127 N: 4233865

Property Address: 745 S. Fifteenth St.
Louisville, KY 40203

Parcel Number: 036D01870000

Owner Information: Kentucky Packaging
Service LP
1100 W. Market St.
Louisville, KY 40203

Deed: N/A

Construction Date: circa 1925–1949

Description: Site 28 consists of an industrial building located at 745 South Fifteenth Street, adjacent to the L&I railroad. A non-historic garage is also associated with the property; it is located at the northwest corner. The structures are situated on an approximately 3.25-acre parcel, with a large gravel and asphalt parking

lot located west of the structures. According to the 1928 (updated 1941) Sanborn map, the building housed several businesses: Hutting Sash and Door Co., Lamppin Transfer Line, Lamppin Warehouse Co., and Lewis and Co., Inc.

The building is a large, five-story, multi-bay, side-gabled frame building clad with a brick veneer beneath a metal panel roof (Figure 61). A partial-width concrete loading dock sheltered beneath a shed roof is attached to the west elevation. A large, one-story, side-gabled metal frame addition that is clad with ribbed metal is attached to the north elevation (Figure 62). The addition was constructed in 2007 according to the Jefferson County PVA.

The primary entry is located at the center of the south elevation; however, this was inaccessible because of a chain-link gate enclosing the property. The entry is situated beneath a canvas awning. A secondary entry that exhibits a metal door is located at the southern corner of the loading dock. Six loading bays are located beneath the loading dock; however, they were obscured by trucks at the time of the survey. A concrete ramp leads down to the parking lot at the northern end of the loading dock.



Figure 61. Site 28 (JFSW 979): Southeasterly view of Site 28.



Figure 62. Site 28 (JFSW 979): Non-historic addition and garage.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 28 and persons or events of historical significance. The industrial building located at Site 28 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The large, non-historic addition has compromised its integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 28 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 29

KHC Survey #: JFSW 980

Photographs: Figures 63–66

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607269 N: 4233970

Property Address: 1306 W. Broadway
Louisville, KY 40203

Parcel Number: 036E00070000

Owner Information: Roman Catholic Bishop
Of Louisville
P.O. Box 1073
Louisville, KY 40201

Deed: 7099 0488

Construction Date: 1912, 1958

Description: Site 29 consists of St. Augustine Roman Catholic Church and parish offices, located at 1306 W. Broadway, adjacent to the L&I railroad. The buildings are situated on an approximately 1.0646-acre parcel, with asphalt parking lots located at the northwest and southeast corners of the parcel. The current St. Augustine Church was constructed in 1912, although the parish has been in existence since 1870 and was the first African-American parish in the Archdiocese of Louisville. The parish offices were originally St. Augustine Roman Catholic School, constructed in 1958 and closed

in 1967 (Saint Augustine 2014). Only the parish office lies within the APE for the proposed project.

The church is a two-story, three-bay (w/d/w), flat roof frame Renaissance Revival structure clad with stucco (Figure 63). The corners of the façade are ornamented with quoins. The center of the building is clad with rusticated stone, giving the appearance of a pavilion. A hip-roof cupola is located above the pavilion; a concrete balustrade runs the perimeter beneath the roof. A concrete statue of St. Augustine is located at the center of a recessed arch beneath the cupola.

The primary entry exhibits paired wood doors with a single light beneath an arched transom window, and they open onto a concrete staircase and ramp that wraps around to the west elevation. The entry is situated beneath a recessed arch with a concrete cross above the keystone. A secondary entry exhibiting a wood door is located at the southern corner of the west elevation. It opens onto concrete steps sheltered beneath a shed roof hood; a plexi-glass panel provides a wind break along the south side of the steps. Windows exhibit one-over-one, double-hung metal sashes. The façade windows are set

into arched concrete surrounds; the upper sash of the second story windows is also arched. A one-over-one, double-hung metal sash window with an arched transom is located above the entry.

The parish office is located west of the church. It is a one-story, two-bay (dd/ww), side-gabled concrete block structure clad with brick veneer panels at the gable ends beneath an asphalt shingle roof (Figure 64). An interior brick chimney extends from the slope of the roof above the west elevation.

The primary entry exhibits paired metal doors with a single light that open onto a concrete porch. The porch is sheltered beneath a shed porch roof supported by brick and metal columns. Windows exhibit fixed metal sashes and are set into the exposed concrete block. A large, front-gabled addition is attached to the rear elevation; its roofline is higher than that of the northern portion of the building. A side-gabled, concrete block addition is also attached to the west elevation (Figure 65). A double-leaf entry with a transom window above is located at the center of the north elevation of this addition, situated at the center of a front-gabled entryway. Windows exhibit fixed metal sashes.



Figure 63. Site 29 (JFSW 980): St. Augustine Roman Catholic Church.



Figure 64. Site 29 (JFSW 980): Parish Office.



Figure 65. Site 29 (JFSW 980): Side-gabled addition.

NRHP Evaluation: Eligible. Criteria Consideration A states that for a religious property to be considered eligible for the NRHP, it must derive its primary significance from architectural or artistic distinction or historical importance. Site 29 was constructed as the third church for St. Augustine Roman Catholic Parish in 1912 at its new location. The parish was established in 1870 as the first Catholic parish for African Americans in the Archdiocese of Louisville. Located along West Broadway, one of the main thoroughfares in west Louisville, the church has historically been a center of education via its elementary school and high school, and it functioned as a gathering place for the California and Russell neighborhoods. With 500 parishioners, the parish continues to hold an important place in the African-American community, as it has hosted the National Convention of the Knights of Peter Claver, the Mid-Eastern Conference of Negro Welfare, and various music workshops and festivals. It continues to serve the poor, homeless, and needy through several outreach ministries (Saint Augustine 2014).

Architecturally, the church is a good example of an intact Renaissance Revival building in west Louisville, a style not common to the area, with its stucco cladding, quoins, rusticated stone ornamentation, cupola, and pavilions. Even though the school, now the parish offices, has been altered by additions, the property as a whole retains the integrity of location, setting, association, feeling, materials, design, and workmanship that convey the significance of the property. Therefore, CRA recommends that Site 29 is eligible for listing in the NRHP under Criterion A in the areas of African American Ethnic Heritage and Religion as being the first African American parish in the Archdiocese of Louisville and serving as a prominent community gathering place and under Criterion C in the area of Architecture as an intact example of Renaissance Revival architecture in west Louisville. The proposed NRHP boundary is depicted in Figure 66 and includes only the land historically associated with the church. The parish office, while over

50 years in age and associated with the church, is not a contributing resource to the site. It replaced an older school that was in the same location on the property according to the 1928 (updated 1951) Sanborn map. The school had been in existence for much of the parish's history, and the current building only functioned as such for nine years before the elementary school was closed in 1967.

Determination of Effect: No Adverse Effect. Site 29 is located adjacent to the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because the wayside noise from the railroad has historically been a part of the site's audible environment. The church building is located outside of the APE and will experience a minimal noise increase that will not negatively impact its use for worship. It is currently within and will remain within the 65 dBA range for the railroad, so there will be no significant increase in noise due to the proposed project. Therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 29 is eligible for listing in the NRHP.

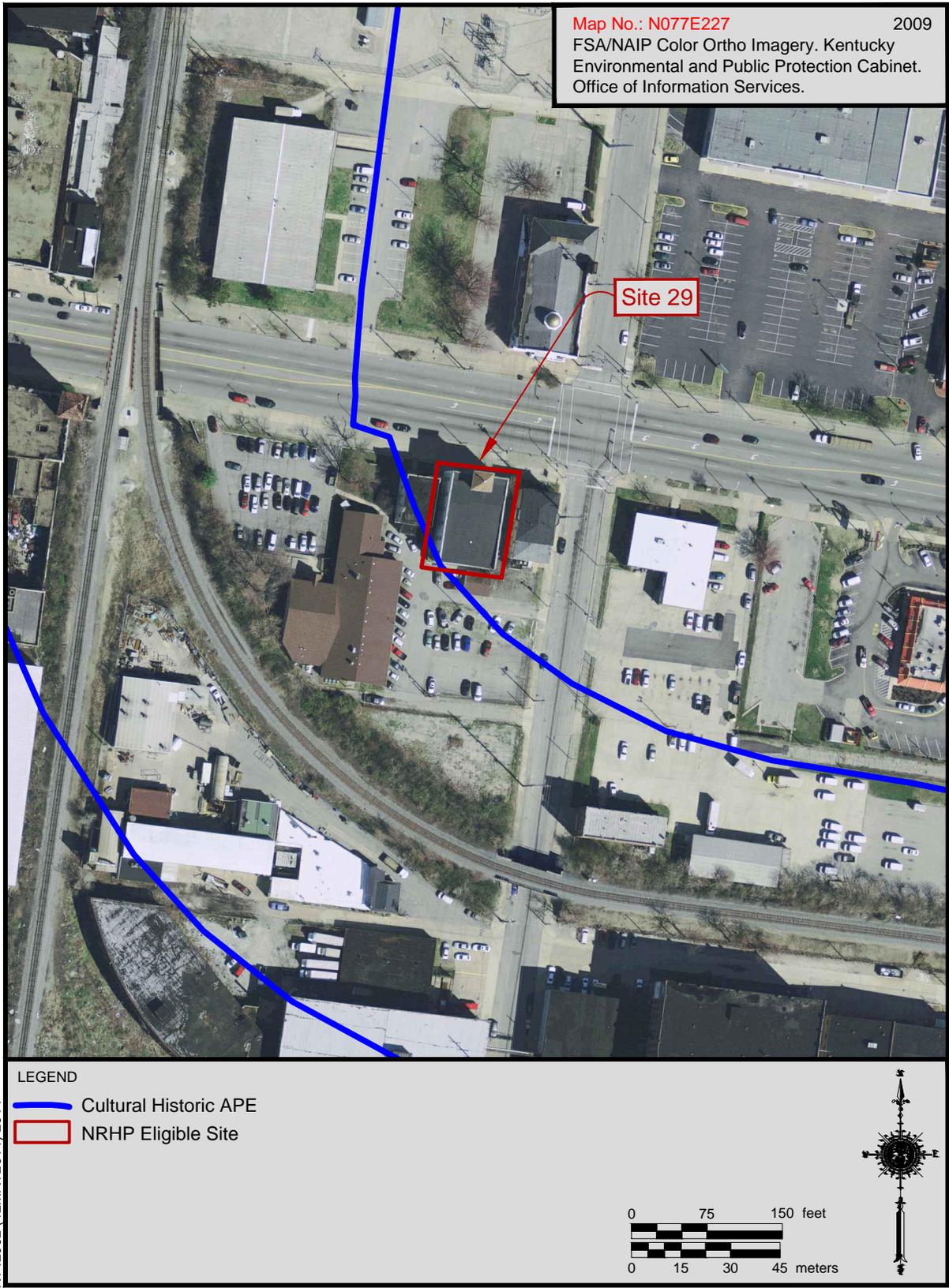


Figure 66. Site 29 (JFSW 980): Recommended NRHP Boundary.

Site 30

KHC Survey #: JFSW 981

Photographs: Figure 67

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607351 N: 4233898

Property Address: 725 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E00160000

Owner Information: Peter and Brad Baumert
1234 W. Broadway
Louisville, KY 40203

Deed: 6033 0482

Construction Date: circa 1875–1899

Description: Site 30 consists of the former Fire Company Number 8 firehouse, located at 725 South Thirteenth Street, adjacent to the L&I railroad. A non-historic garage is also associated with the property and located to the east of the firehouse. The structures are situated on an approximately .1395-acre parcel, with a large

asphalt parking lot located to the north. According to the 1905 Sanborn map, the railroad was located south of its current location, along Maple Street.

The building is a two-story, one-bay (x), flat roof, rectangular brick building (Figure 67). The brick along the north and south elevations is laid in a common bond pattern; the brick along the façade has been re-laid in a running bond pattern. A parapet runs along the roof, giving it the appearance of a shed roof; it is castellated along the façade. A concrete table with the word “Eight” is located at the center of the façade portion of the parapet; concrete diamonds flank the table. Three interior brick chimneys extend from the center of the roof.

The garage bay has been enclosed with concrete block and three rows of glass block at the top. Four second-story façade windows exhibit fixed metal sashes. The current primary entry is located at the western corner of the north elevation and exhibits a metal door beneath a canvas awning. Five second-story windows exhibit fixed metal sashes set beneath canvas awnings; the easternmost window is smaller than the rest.



Figure 67. Site 30 (JFSW 981): Southeasterly view of Site 30.

NRHP Evaluation: Not Eligible. The Historic Firehouse of Louisville MPS was listed in the NRHP in November 1980. Seventeen firehouses were included, ranging in architectural styles of Greek Revival to Art Deco. However, Site 30, Fire Company #8, was not included in the MPS (Hedgepeth 1980:8-2). The listed firehouses were constructed by prominent local architects, such as the McDonald Brothers, John Bacon Hutchings, Curtin and Hutchings, Thomas and Bohne, and Briton B. Davis. No documentation of the architect of Site 30 could be found, however. The reconstruction of the façade, particularly the enclosure of the garage opening, a feature of firehouses, has compromised the building's integrity of feeling, association, design, materials, and workmanship. Consequently, CRA recommends that Site 30 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 31

Site 31 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 32

KHC Survey #: JFSW 983

Photographs: Figures 68–73

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607274 N: 4233828

Property Address: 744 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E00020000

Owner Information: Boyd Family Rental
800 Nottingham Pkwy
Louisville, KY 40222

Deed: 5816 0307

Construction Date: 1865

Description: Site 32 consists of a warehouse and shed located at 744 South Thirteenth Street. The structures are situated on an approximately

1.5496-acre parcel. Gravel parking areas are located north and south of the building, and a grassy area that once housed a rail spur is located to the west. The building was originally constructed in 1865 to house medical supplies during the Civil War. It housed the packing house for Magnolia Ham, owned by McFerran, Shallbross & Co. throughout the late nineteenth century (Figure 68). The company provided sugar cured hams across the nation, by 1887 producing 375,000 hams a year (The Mammoth 2014; Allison 1887:129). However, by 1905, the building was owned by the Louisville Public Warehouse Company and was no longer used as a packing plant, according to the 1905 Sanborn map. By 1941, the building was used for the Louisville Paper Company as a printing paper box factory.

The warehouse building can be divided into two sections. The eastern section was originally used for curing and storage of the hams, according to the 1892 Sanborn map. It is a three-story with a raised basement, thirteen-bay (d/w/d/w/d/w/d/w/d/w/d/w/w), front-gabled brick building situated on a rusticated stone foundation beneath a metal panel roof (Figure 69). Portions of the brick have been repointed and/or replaced, particularly along the corners of the building. Brick pilasters divide the bays along all elevations, and a parapet runs along the gable ends. An interior brick chimney extends above the parapet at the center of the roof.

The primary entry, located just east of the center of the south elevation, is a garage bay that has been partially enclosed to fit a metal door that opens onto a wood deck. Other garage bays are fronted by wood garage doors that open onto the remnants of a concrete loading dock. First-story windows are enclosed with concrete block, with metal vents fronting the opening. Upper-story windows are enclosed with metal panels. A vinyl fixed sash window with snap in grids is located within the lower sash of the second easternmost second-story window. Additional secondary entries exhibiting metal doors are located at the center of the east elevation and the eastern corner of the north elevation. The north elevation entry opens onto a concrete loading dock (Figure 70). All window and door openings are set beneath segmental arches.

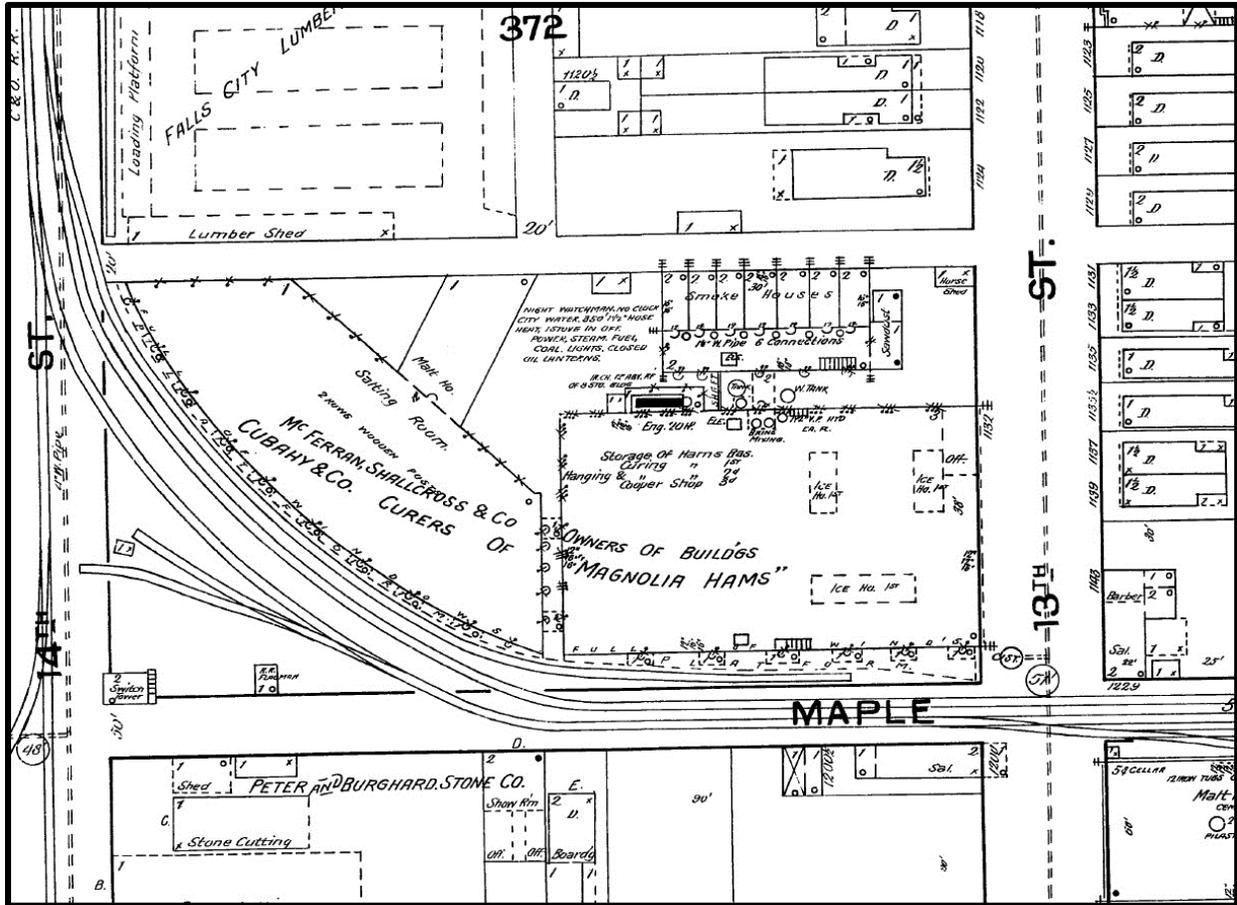


Figure 68. Site 32 (JFSW 983): 1892 Sanborn map depicting the McFerran, Shalbross & Co. Warehouse.



Figure 69. Site 32 (JFSW 983): Eastern portion of Site 32.



Figure 70. Site 32 (JFSW 983): Rear elevation of Site 32.

The western portion of the building is a one-and-one-half-story, multi-bay, flat roof brick structure that curves toward the north, following the former rail spur (Figure 71). This portion of the building is vacant, and sections of the roof have caved in or are collapsing. The bays are also divided by brick pilasters. All window and door openings have been enclosed with brick. This section of the building was used as the salt house.

The shed is located north of the building and is a one-story, wood frame structure (Figure 72) clad with corrugated metal beneath a corrugated metal roof and situated on a concrete foundation. An entry is located at the center of the south elevation and exhibits a metal door. The shed is connected to the eastern portion of the warehouse by a metal breezeway.

NRHP Evaluation: Eligible. Site 32 was constructed as a warehouse to store medical supplies during the Civil War and has been consistently associated with industrial development in the California neighborhood

throughout its history. The building was one of the first constructed in the area after the railroad was constructed in the mid-nineteenth century. The building also served as the packing house for McFerran, Shallbross & Co., the producer of Magnolia Ham, one of the leading sugar hams during the nineteenth century, and as a factory for the Louisville Paper Company during the twentieth century. While several changes have been made to the building, such as window enclosures, the building does retain the majority of its historic materials. It also retains integrity of location, setting, and design. Therefore, CRA recommends that Site 32 is eligible for listing in the NRHP under Criterion A in the area of Industry for its role in industrial development in this area of Louisville. The proposed NRHP boundary for Site 32 is depicted on Figure 73 and follows the parcel boundary, as it is the property historically associated with the building.



Figure 71. Site 32 (JFSW 983): Western portion of Site 32.



Figure 72. Site 32 (JFSW 983): Shed.

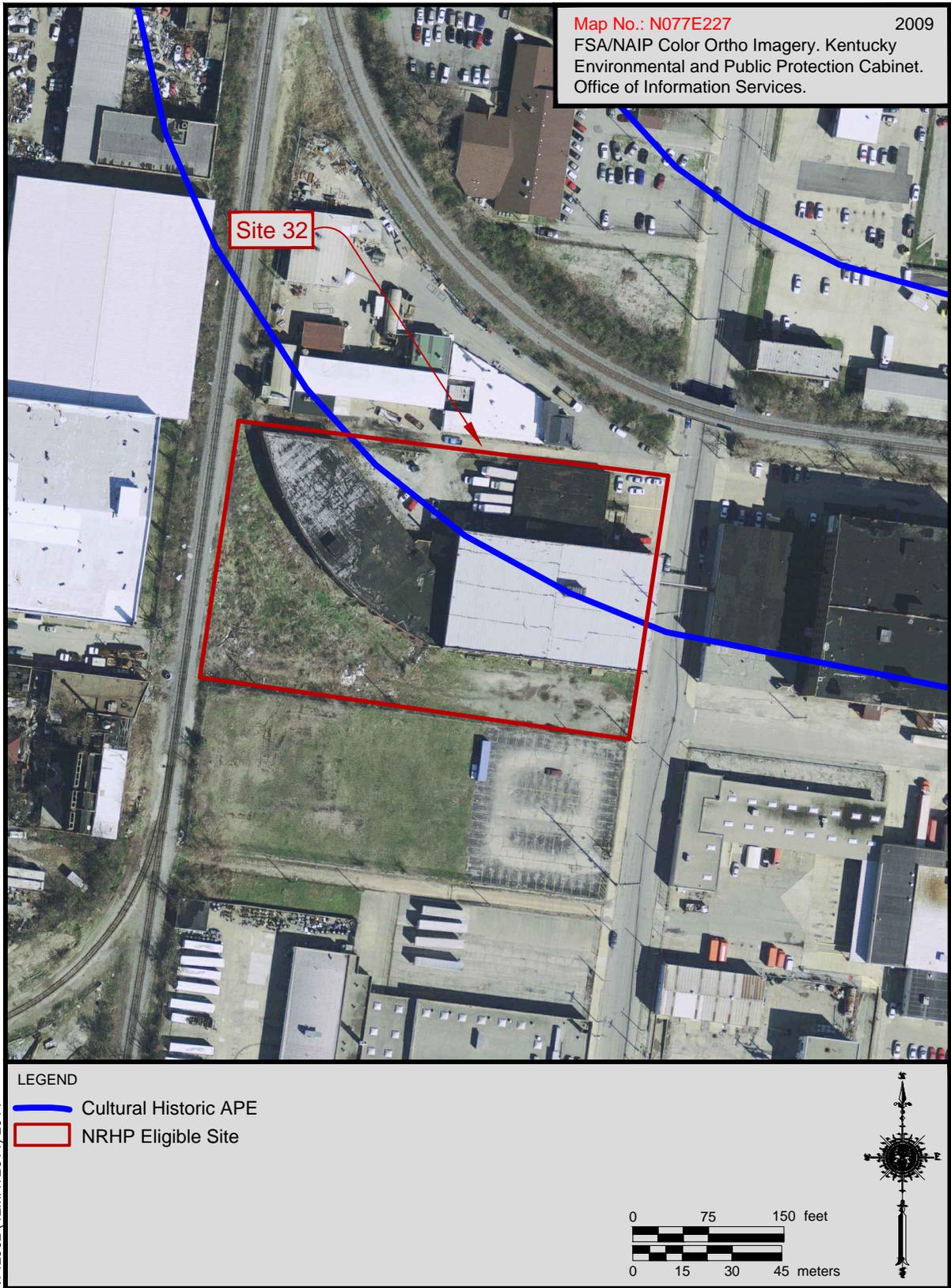


Figure 73. Site 32 (JFSW 983): Recommended NRHP boundary.

Determination of Effect: No Adverse Effect. Site 32 historically utilized the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 32 is eligible for listing in the NRHP.

Site 33

KHC Survey #: JFSW 984

Photographs: Figures 74–75

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607257 N: 4233884

Property Address: 728 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E0040000

Owner Information: DLA Properties LLC
118 Rochester Dr.
Louisville, KY 40214

Deed: 9470 0200

Construction Date: 1945

Description: Site 33 consists of an industrial building located at 728 South Thirteenth Street, adjacent to the L&I railroad. A non-historic, garage and four industrial buildings are also

associated with the property; they are located northwest of the industrial building. The buildings are situated on an approximately .9307-acre parcel surrounded by a concrete parking area and an asphalt drive. The building is first depicted on the 1928 (updated 1951) Sanborn map as a rubber goods manufacturing building. According to the current property owner, it was the Broadway Rubber Company.

The industrial building is a primarily one-story, three-bay (d/ww/ww), flat roof, triangular shaped concrete block structure (Figure 74). The office section, located at the eastern end, is comprised of two-stories beneath a hip roof. The first story of the façade is clad with a brick veneer, and the upper story is clad with ribbed metal. A metal stack extends from the center of the first story portion (Figure 75).

The primary entry exhibits a metal door with a single light that opens onto concrete steps. A metal gate runs along the southern edge of the steps. A secondary entry is located at the western corner of the north elevation along the second story; it is beneath a wood staircase enclosed with ribbed metal. Windows exhibit fixed vinyl sashes, with first-story windows set behind metal grates. An identical window is located at the southern corner of the second story of the rear elevation. Three garage bays fronted by wood garage doors are located along the north elevation. All other windows along the north and south elevations have been enclosed with concrete block.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 33 and persons or events of historical significance. The industrial building located at Site 33 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The integrity of design, materials, and workmanship has also been compromised due to the enclosure of almost all of the windows and the addition of the



Figure 74. Site 33 (JFSW 984): Westerly view of Site 33.



Figure 75. Site 33 (JFSW 984): Southwesterly view of Site 33.

large number of non-historic buildings to the site. Consequently, CRA recommends that Site 33 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 34

KHC Survey #: JFSW 985

Photographs: Figures 76–81

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607374 N: 4233827

Property Address: 737 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E00230000

Owner Information: Louisville Tin & Stove Co.
P.O. Box 2767
Louisville, KY 40201

Deed: N/A

Construction Date: circa 1932

Description: Site 34 consists of the Louisville Stove & Tin Building and warehouses located at 737 South Thirteenth Street, adjacent to the L&I railroad. The structures are situated on an approximately 2.0349-acre parcel with a concrete and gravel parking area located to the north and a concrete loading dock area to the south.

The central factory building is a five-story, fifteen-bay (w/w/d/w/d/w/w/d/d/w/w/d/w/w), flat-roof, rectangular brick building (Figure 76). The fifth story of the building was originally only located at the center but has since been added to the entire building. The brick is laid in a five course common bond pattern, with the header course laid in a darker brick, giving the appearance of belt courses. The brick along the fifth story is laid in a running bond. A parapet runs along the roof. According to the 1928 (updated 1941) Sanborn map, this building was historically used as the factory building.



Figure 76. Site 34 (JFSW 985): Southeasterly view of central factory building.

The primary entry is located at the eastern corner of the western third of the north elevation and opens onto concrete steps sheltered beneath a flat roof overhang supported by metal cables. A secondary entry is located at the western corner of the façade and opens onto concrete steps sheltered beneath a hip roof hood. The remaining garage bays are recessed. Second-story windows exhibit four-over-four, double-hung metal sashes with a fixed sash located below. Third-story windows exhibit a four-over-four, double-hung metal sash. Fourth- and fifth-story windows exhibit two-over-two, double-hung metal sashes. All entries and windows are set beneath segmental brick arches.

Three loading dock bays are located at the center, eastern, and western corners of the rear elevation (Figures 77–78). They exhibit paired wood garage doors that open onto a concrete loading dock; the center loading dock is obscured by corrugated metal and eastern loading dock is obscured by plywood. The center and eastern loading docks are sheltered by a shed roof frame structure clad with corrugated metal panels. The western end of the structure is fronted by paired corrugated metal doors. The east and south elevations are open. Several fifth-

story windows located at the western corner of this elevation have been enclosed with metal panels.

The factory building is connected to the eastern building by a second-story walkway. The eastern building is a two-story with a raised basement, one-bay (d), front-gabled steel frame structure (Figure 79) situated on a poured concrete foundation and clad with ribbed metal. According to the 1928 (updated 1941) Sanborn map, this building was used as a finished products warehouse.

The primary entry, located at the southern corner of the east elevation, exhibits a metal sliding garage door that has been altered so that it no longer moves; a pedestrian entry has been cut into the door. The entry is sheltered beneath a shed roof overhang. Raised basement windows have been enclosed with metal panels. Two second-story windows located north of the entry exhibit eight light metal pivot sashes with a fixed, four-light metal sash below. Clerestory windows exhibit an identical window configuration.



Figure 77. Site 34 (JFSW 985): Rear elevation of factory building.



Figure 78. Site 34 (JFSW 985): Detail of loading dock.



Figure 79. Site 34 (JFWS 985): Eastern finished products warehouse.

The western building is located adjacent to the factory building and is a two-story, five-bay (d/w/ww/d/w), front-gabled brick building clad with ribbed metal and situated on a poured concrete foundation (Figure 80). Four of the bays are located along the western half of the façade. According the 1928 (updated 1941) Sanborn map, the building was historically used as a finished products warehouse.

The primary entry exhibits a metal door that opens onto concrete steps sheltered beneath a hip porch roof supported by metal posts. A secondary entry also exhibits a metal door that opens onto concrete steps but is sheltered beneath a flat roof overhang supported by large metal cables. Windows exhibit one-over-one, double-hung metal sashes set beneath plexiglass storm windows. Eleven identical windows are located along the west elevation. A flat roof concrete block addition is attached to the rear elevation. The southern half of the addition is supported by concrete piers, and a parking area is located below. An interior brick chimney extends from the northwest corner of the roof, and a metal roof ventilator is located at the southeast corner. Three windows are located along the west elevation.

NRHP Evaluation: Eligible. The Louisville Stove & Tin Company was incorporated in 1888 but did not move to its current location until circa 1932. The company produces sheet iron stoves, furnaces, and

heaters and is a distributor of general hardware, lawn and garden supplies, and appliances. The building was also known as Progress Refrigerator during the 1930s (Cocanougher 1975; Brown 2012:35). The building is an excellent example of an early-twentieth-century industrial factory building that retains its original fenestration and windows and door finishes. The building exhibits unique attention to detail on the exterior, utilizing different shades of brick to mimic belt courses when the majority of industrial buildings from this period exhibit little to no exterior detailing. While there have been some changes to the building, such as the addition of the fifth story, it continues to retain the historic qualities of location, design, materials, workmanship, and association that contribute to the integrity of the site, something that the majority of the surrounding industrial buildings do not, as they have been altered by numerous additions and changes to their fenestration. Therefore, CRA recommends that Site 32 is eligible for listing in the NRHP under Criterion A in the area of Industry for its role in industrial development in this area of Louisville and under Criterion C as an excellent example of an early-twentieth-century industrial building. The proposed NRHP boundary for Site 34 is depicted on Figure 81 and includes only the central factory building, as the integrity of the two other buildings located on the property is no longer intact.



Figure 80. Site 34 (JFWS 985): Western finished products warehouse.

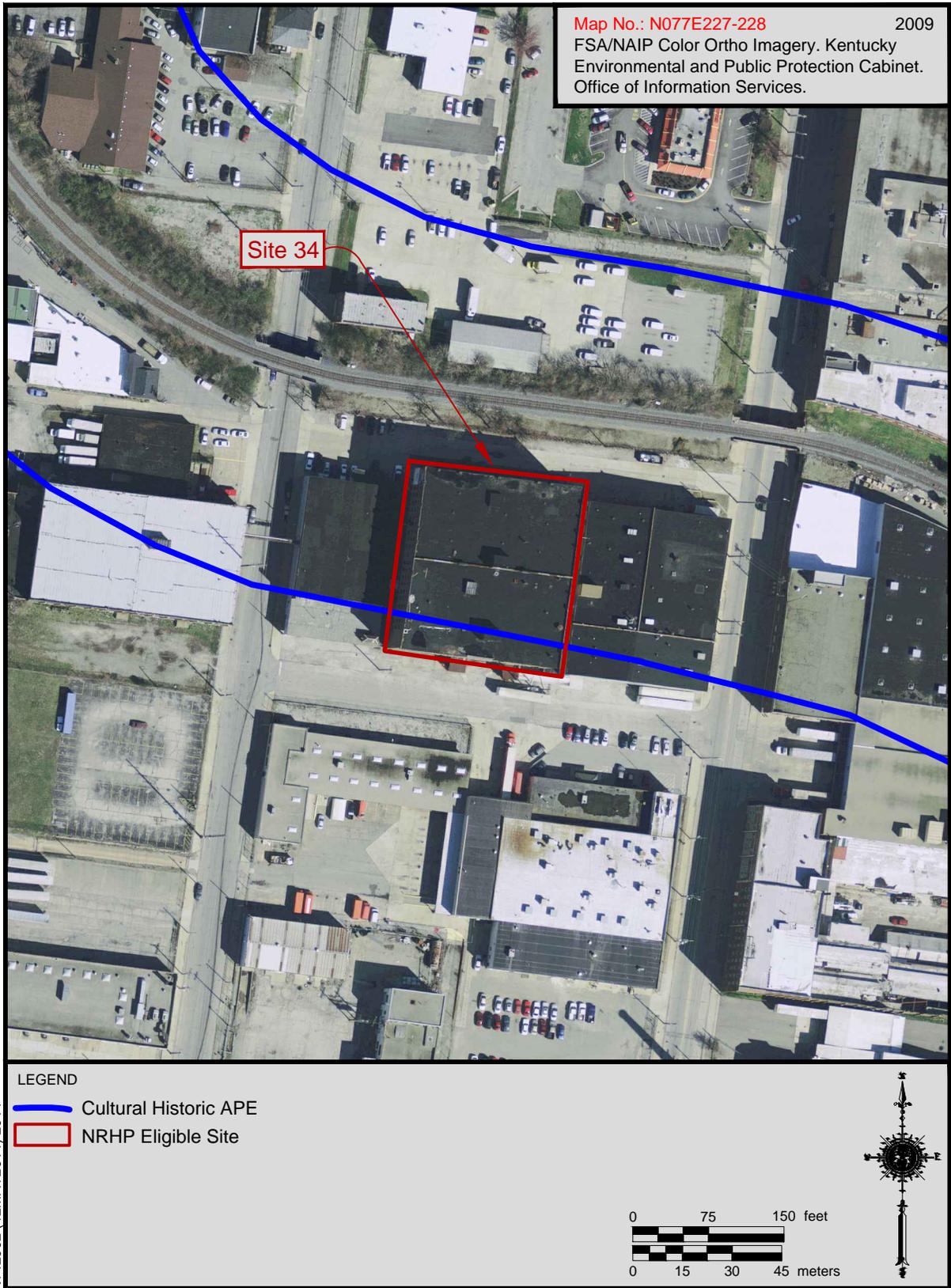


Figure 81. Site 34 (JFSW 985): Recommended NRHP Boundary.

Determination of Effect: No Adverse Effect. The former Louisville Stove and Tin Company (Site 34) historically utilized the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 34 is eligible for listing in the NRHP.

Site 35

KHC Survey #: JFSW 986

Photographs: Figures 82–83

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607508 N: 4233802

Property Address: 733 S. Twelfth St.
Louisville, KY 40210

Parcel Number: 036E00450000

Owner Information: Container Corporation of
America
P.O. Box 4098
Norcross, GA 30091-4098

Deed: 5965 0151

Construction Date: circa 1925–1949

Description: Site 35 consists of an industrial building located at 733 South Twelfth Street,

adjacent to the L&I railroad. It is situated on an approximately 1.3637-acre parcel with an asphalt parking area located east of the building. The building is first depicted on the 1928 (updated 1951) Sanborn map as the ink factory and raw material warehouse for the C.T. Dearing Printing Company. The building is currently used by Container Corporation of America.

The building can be divided into two sections, the western brick portion and the eastern concrete block portion. The western portion of the building fronts South Twelfth Street and is a primarily two-story, multi-bay, flat roof rectangular, reinforced concrete frame building that exhibits Art Deco elements and is clad with a brick veneer (Figure 82). It is situated on a poured concrete foundation, and the roof exhibits stone coping with the corners raised above the rest of the roof. The corners of the building are ornamented with recessed brick panels beneath the coping. The northern portion of the building is comprised of one story and is curved to the south, following the railroad.

The primary entry is located at the center of the south elevation of the two-story section and is situated within a concrete surround. However, the rest of the entry was obscured by a truck at the time of the survey. First-story, south elevation windows exhibit ten light metal pivot sash windows singly and in pairs. Other first-story windows are comprised of four light metal pivot sash windows with glass block windows beneath. The windows along the two-story portion are in pairs, with the lower portion of the southernmost windows enclosed with wood panels; windows along the one-story section are in groups of three. Second-story windows also exhibit four light metal pivot sash windows with glass block beneath; they are in pairs, with the exception of the corner windows.

The eastern portion of the building is a two-story, flat roof, rectangular concrete block building (Figure 83) that is clad with corrugated metal. The north elevation curves to the south following the railroad, and the south elevation is constructed adjacent to the building to the south that is located outside of the APE. This portion of the



Figure 82. Site 35 (JFSW 986): Northeasterly view of western portion of Site 35.



Figure 83. Site 35 (JFSW 986): Easterly view of the eastern portion of Site 35.

building extends south beyond the footprint of the western portion of the building. A seven-bay loading dock is located along the west elevation; however, it was obscured by trucks at the time of the survey. Four garage bays are located along the east elevation; two at the center and two at the northern corner.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 35 and persons or events of historical significance. While the industrial building located at Site 35 exhibits Art Deco elements, such as the corbelled, recessed panels and parapet with limestone coping, the enclosure of the historic windows has compromised the building's integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 35 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 36

Site 36 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 37

KHC Survey #: JFSW 988

Photographs: Figures 84–89

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607548 N: 4233887

Property Address: 740 S. 11th St.
Louisville, KY 40210

Parcel Number: 036E00670000

Owner Information: Stry Lenkoff Co.
P.O. Box 32120
Louisville, KY 40232

Deed: 6171 0114

Construction Date: circa 1925–1949, circa 1950–1974

Description: Site 37 consists of a large industrial complex located at 740 South Eleventh Street, adjacent to the L&I railroad. The complex is

situated on an approximately 2.77-acre parcel with an asphalt parking area located at the northeast corner of the parcel. The complex is comprised of one large building that was constructed in stages. The original building located at the southeast corner of the parcel was constructed circa 1925, with the building located at the southwest corner constructed between 1941 and 1951 according to the 1928 (updated 1941 and 1951) Sanborn maps. The portion of the building located at the northwest corner of the parcel was constructed circa 1950–1974. The building was constructed for the C.T. Dearing Printing Company, which began in the late nineteenth century (Kleber 2001:729). It is currently home to the Stry Lenkoff Company.

The original building is comprised of a two-story, four-bay (w/d/d/d), flat roof, rectangular steel frame portion (Figure 84) and a three-story, nine-bay (dd/x/x/d/d/x/x/dd), flat roof, triangular shaped steel frame portion located to the south (Figures 85–86); both are clad with a brick veneer and exhibit Art Deco elements. The façade of each section is capped with a parapet with limestone coping, and the bays are divided by brick pilasters. Corbelled, recessed panels are located at the center of the north and south corners of each section, giving the impression of pavilions. A concrete table with the words “C.T. Dearing Printing Co.” is located at the center of the parapet of the two-story section. The top of the pilasters along the two-story section are ornamented with narrow concrete panels. The three-story portion is attached to the two-story portion by a two-story, two-bay (d/d) flat roof steel frame former train shed that once housed a rail spur but is now used as a garage. According to the 1928 (updated 1941) Sanborn map, the two-story portion of the building housed shipping and printing rooms, and the three-story section housed the cylinder press room.

The three garage bays of the two-story portion are fronted by rolling metal garage doors. The first-story window exhibits a one-over-one, double-hung metal sash sheltered beneath a flat roof hood supported by metal cables. Second-story windows exhibit fixed metal sashes in groups of twos and threes surrounded by glass block. A two-story addition clad with a brick veneer and metal panels is attached to the north elevation. A recessed entry is located at the center of the addition.



Figure 84. Site 37 (JFSW 988): Two-story section of the original portion of the building.



Figure 85. Site 37 (JFSW 988): Three-story section of the original portion of the building.



Figure 86. Site 37 (JFSW 988): South elevation of the original portion of the building.

A rolling metal garage door fronts the southern garage bay of the former train shed, and a pedestrian entry exhibiting a metal door is located within the northern bay. Three second-story windows have been enclosed with glass block.

Pedestrian entries exhibiting paired metal casement doors beneath a transom window enclosed with a metal panel and a single-leaf entry with an enclosed transom window are located at the north and south corners of the three-story portion of the building. Two garage bays fronted by metal sectional garage doors are located at the center of the façade. First-story windows have been enclosed with metal panels. Upper-story windows exhibit groups of four, six-light metal pivot sash windows with glass block beneath; windows at the north and south corners have been enclosed with glass block. A garage bay is located at the western corner of the south elevation and is fronted by a sectional metal garage door. First-story windows have been enclosed with metal panels, with the exception of the second westernmost window; it

exhibits paired six-light metal pivot sash windows, with the rest of the window below enclosed with metal panels. Second- and third-story windows also exhibit this configuration. The rear portion of the building is comprised of a single story with an identical window configuration, with the exception of the easternmost window, which has been entirely enclosed with metal panels.

The section of the building constructed circa 1941–1951 is a primarily two-story, seven-bay (x/w/w/w/w/w/w), flat roof, triangular steel frame building (Figure 87) clad with a brick veneer and situated on a concrete foundation. The west elevation is capped with a parapet with limestone coping. The roofline extends to a third story near the southern end of the building, and the brick extends from the rest of the façade, giving the impression of a pavilion. Windows exhibit paired six-light metal pivot sashes, with the remainder of the window below enclosed with glass block. One first-story window has been enclosed with a metal vent below the pivot sash windows; three pairs of pivot sash windows

have been enclosed with metal vents. Two second-story windows have been enclosed with metal panels instead of glass block. Three windows at the northern corner have been enclosed with brick. First-story windows along the south elevation exhibit paired six light metal pivot sash windows, with the rest of the window below enclosed with metal panels. Second-story windows exhibit paired six-light metal pivot sashes in groups of three (Figure 86). No entries are located along the west and south elevations.

The non-historic section of the building constructed circa 1950–1974 is a two-story, flat roof reinforced concrete frame rectangular building (Figure 88) with a brick veneer. The south and east elevations are clad with metal panels. Two interior brick chimneys extend from the center of the roof. A recessed, five-bay loading dock is located at the southern corner of the west elevation. Several large metal vents are located along the north and west elevations. A one-story, three-bay (x/x/wddw), flat roof rectangular addition is attached to the east elevation (Figure 89). The façade is clad with a brick veneer; the remainder of the building is clad with metal panels. The primary, double leaf

entry to the entire building is located within the westernmost bay; it is flanked by aluminum sidelights and a transom window. The center bay is fronted by a rolling metal garage door; the easternmost bay has been enclosed with brick. The words “Stry-Lenkoff Co. Jenn Publishing Lee Publishing” are centered above. Metal ribbon windows are featured in groups of four.

NRHP Evaluation: Not Eligible. While the building located at Site 37 was the home of the C.T. Dearing Printing Company, the company was one of many such companies within Louisville. While the industrial building located at Site 37 exhibits Art Deco elements, such as the corbelled, recessed panels and parapet with limestone coping, the large, non-historic addition, as well as changes to the original fenestration, have compromised the building’s integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 37 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 87. Site 37 (JFSW 988): Portion of the building constructed circa 1941–1951.



Figure 88. Site 37 (JFSW 988): Portion of the building constructed circa 1950–1974.



Figure 89. Site 37 (JFSW 988): One-story addition to the circa 1950–1974 portion of the building.

Site 38

KHC Survey #: JFSW 401

Photographs: Figures 90–92

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607695 N: 4233838

Property Address: 1000 W. Broadway
Louisville, KY 40210

Parcel Number: 029L00020000

Owner Information: Transit Authority of River
City
302 Speed Bldg
Louisville, KY

Deed: N/A

Construction Date: 1889–1891

Description: Site 38 consists of Union Station, located at 1000 West Broadway. The station, its associated baggage depot, non-historic garages, and office building are situated on an approximately 15.255-acre parcel; however, only the non-historic garage and office building are located within the APE. The station is no longer used for train traffic, and large asphalt parking lots are located to the south and west. A rail spur runs along the western property boundary and dead ends at Broadway. The station was constructed from 1889 to 1891 and designed by F. W. Mowbray. It was used as a rail station until 1976. The property has been used by the Transit Authority of River City since 1979.

The building is a three-and-one-half-story, five-bay (w/ww/wdddddd/w/ww/w), front-gabled, rectangular steel frame Richardson Romanesque building (Figure 90) with rusticated limestone veneer beneath a slate roof. Each corner of the building is marked by a hip roof tower; the northeast tower is the tallest, standing three stories above the roofline, and it functions as a clock tower. Each tower is capped by a finial, and small front-gabled dormers extend from the roof of the clock tower. Turrets are located at the center of the east and west

elevations, and four hip roof gables extend from the roof on either side of the turrets. Each floor is separated by a stone water table, and the center gable section is flanked by turrets capped with stone gargoyles. A vaulted art glass skylight is located at the center of the gable.

The primary entry consists of three sets of double wooden doors flanked by squat Corinthian pilasters that open onto concrete steps sheltered beneath a large metal shed roof supported by metal posts. Windows exhibit one-over-one, double-hung aluminum sashes set beneath arched transom windows. Upper-story windows located along the towers do not have a transom window. A large rose window set at the center of a recessed arch is located above the entry on the façade and rear elevation; it is flanked by narrow, round arched windows. East and west elevation windows exhibit one-over-one, double-hung aluminum sashes; the dormers exhibit one-over-one, double-hung round arched windows. A large shed roof overhang is attached to the rear elevation and connects the station to the baggage depot (Figure 91).

The baggage depot, located west of the station, is a two-story, multi-bay, front-gabled, L-shaped steel frame Richardson Romanesque building with a rusticated limestone veneer beneath a slate roof (Figure 90). A cross gable is located at the center of the building, and each gable end is topped by a finial. Arched wood garage doors front the bays along the east and west elevations and are sheltered beneath a full length shed roof hood supported by metal brackets. First-story windows in the north and south gable ends exhibit one-over-one, double-hung aluminum sash windows with an arched, multi-light transom window set in two groups of three. Second-story windows exhibit paired one-over-one, double-hung aluminum sash windows; arched transom windows are located above the windows in the gable ends.

NRHP Evaluation: Eligible. Site 38, Union Station, was listed in the NRHP in August 1975 under Criterion A in the area of Transportation for its importance to the Louisville and Nashville Railroad, under Criterion C in the areas of Architecture as an excellent example of Richardson Romanesque architecture, and in the



Figure 90. Site 38 (JFSW 401): Union Station.



Figure 91. Site 38 (JFSW 401): Rear elevation.

area of Engineering for its innovative system of unloading passengers and baggage. Historic American Buildings Survey (HABS) documentation of Union Station was completed in 1974 as part of the Louisville Summer Team Project (Thomas et al: 1975). It was also designated as a Louisville Historic Landmark in March 1975 (Louisville Historic Landmarks and Preservation Districts Commission 1975). There have been very few changes to the building since its NRHP listing; therefore, it still conveys the association and feeling necessary to remain listed in the NRHP. The NRHP boundary for Site 38 is depicted on Figure 92.

Determination of Effect: No Adverse Effect. Union Station (Site 38) was historically associated with the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association—it is a rail related structure that would not exist but for the adjacent railroad. At one point in the station's history, 60 trains traveled to and from the station daily (Kleber 2001:530). The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 38 is eligible for listing in the NRHP.

PWA Era Bridges (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36)

KHC Survey #'s: JFWP 615, JFWR 3826, JFWR 3828, JFWR 3832, JFWR 3835, JFWR 3837, JFWR 3839, JFWR 3840, JFSW 982, JFSW 987

Photographs: Figures 93–105

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992 and Louisville West, KY-IN 1983

UTMs: E: 607347 N: 4235207
E: 607326 N: 4235049
E: 607307 N: 4234895
E: 607268 N: 4234594
E: 607253 N: 4234470
E: 607237 N: 4234347
E: 607221 N: 4234204
E: 607201 N: 4234052
E: 607325 N: 4233882
E: 607469 N: 4233865

Property Address: L&I Railroad between West Main Street and South Twelfth Street.

Parcel Number: n/a

Owner Information: n/a

Construction Date: 1940

Description: Ten Public Works Administration (PWA) bridges of similar design are located along the L&I rail line within the project area. Six of the bridges retain their dedication plaques, which all date to 1940. Henry Bickel Co. is listed as the general contractor for each bridge (Figure 93). Seven of the bridges are riveted steel through girder bridges (Sites 5, 10, 12, 16, 21, 25, and 36) (Figures 94–100), and three are concrete deck plate girder bridges with metal railings (Sites 19, 23, and 31). All are comprised of a single span, with the rail line comprising the decking and integrated metal floor beams (Figures 101–103). They are also all situated on concrete abutments flanked by concrete wing walls (Figure 104). Seven bridges are also supported by concrete bents located on

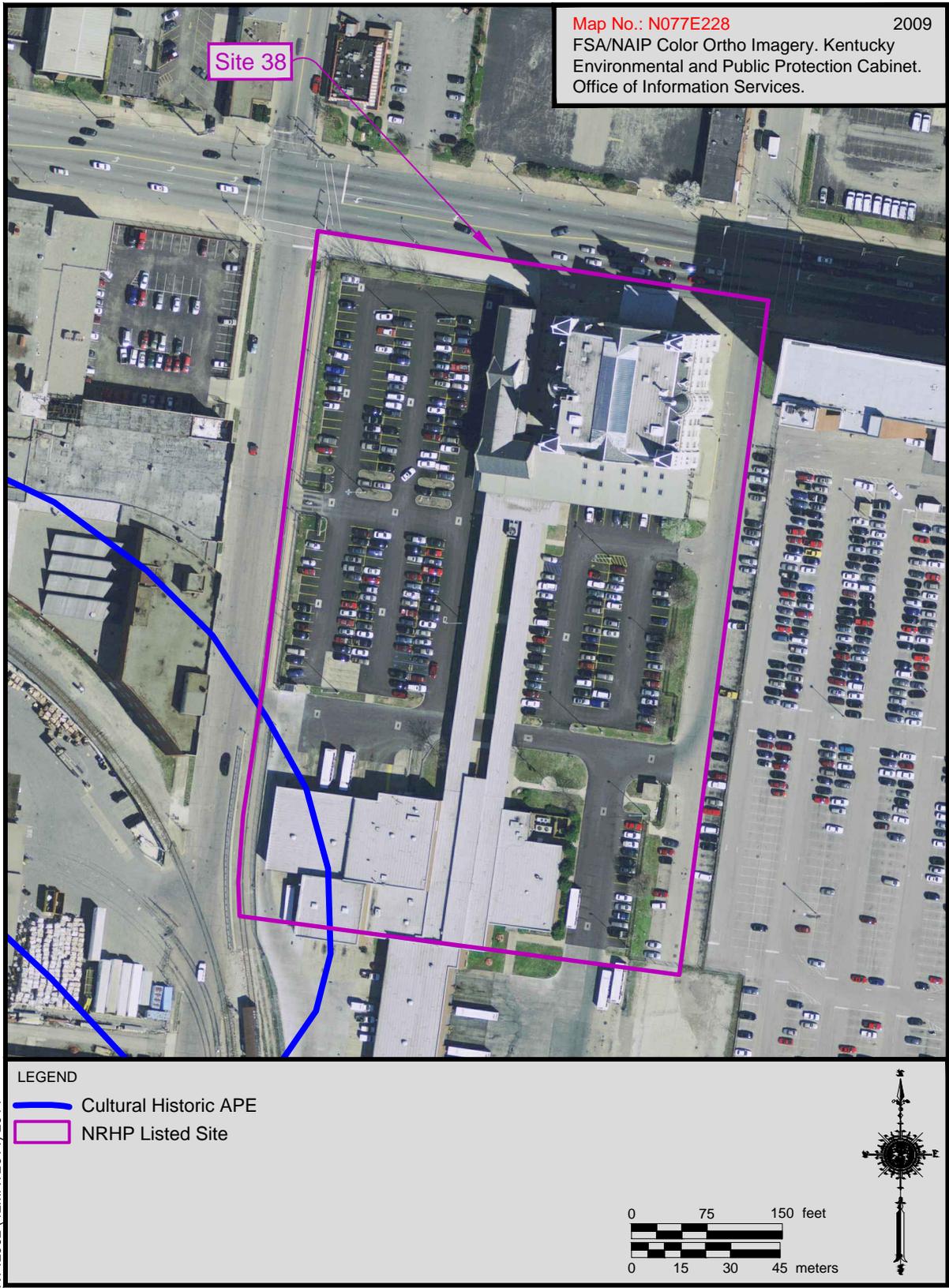


Figure 92. Site 38 (JFSW 401): NRHP Boundary.



Figure 93. Site 25 (JFWR 3840): PWA plaque.



Figure 94. Site 5 (JFWP 615): Westerly view of bridge.



Figure 95. Site 10 (JFWR 3826): Easterly view of bridge.



Figure 96. Site 12 (JFWR 3828): Easterly view of bridge.



Figure 97. Site 16 (JFWR 3832): Easterly view of bridge.



Figure 98. Site 21 (JFWR 3837): Westerly view of bridge.



Figure 99. Site 25 (JFWR 3840): Westerly view of bridge.



Figure 100. Site 36 (JFSW 987): Northerly view of bridge.



Figure 101. Site 19 (JFWR 3835): Westerly view of bridge.



Figure 102. Site 23 (JFWR 3839): Easterly view of bridge.



Figure 103. Site 31 (JFSW 982): Northerly view of bridge.



Figure 104. Site 21 (JFWR 3837): Integrated metal floor beams beneath bridge decking.

either side of the roadway (Sites 5, 10, 12, 19, 23, 25, and 31). Concrete steps lead up to the south side of Site 5, where a train station was once located. All of the bridges have Deco Moderne ornamentation in the form of fluted abutments and bents of the riveted steel girder bridges and rectangular setbacks between the abutments and bents of the concrete girder bridges. All of the bridges supported by bents have a keystone representing the Pennsylvania Railroad carved into the concrete between the abutments and bents.

NRHP Evaluation: Eligible. The Commonwealth of Kentucky used PWA funds to construct or repair 3,660 bridges and viaducts between 1935 and 1943; therefore, association with the PWA does not alone constitute historical significance (Hudson 1997: 39, 46). Plate girder bridges are usually simple span structures, with the riveted through two-girder bridge commonly used for railroad bridges. The majority of older two-girder bridges are likely to feature riveted girders, but welded girders may also be found (Parsons Brinckerhoff 2005: 3-111). Riveted, metal built-up girders dating to the early twentieth century possess moderate significance if they retain their character-defining features that include riveted metal plate girders, floor system and abutments, and wing walls (Parsons Brinckerhoff 2005: 3-112).

The concrete through girder bridge was common from the 1910s to the 1930s; however, it is best suited to short spans from 15 to 40 ft. The through girder gradually gave way to deck girder designs as the need for wider roadways increased (Parsons Brinckerhoff 2005: 3-93). Many of the concrete girder bridges still in service are deck girder bridges built in the 1940s. Concrete girders possess moderate significance if they retain their character-defining features, which include a monolithic deck and girder system, parapet or railing, abutments, and floorbeams, piers and wingwalls. The most significant types of girder bridges are those that retain integrity and that can be identified as having been built according to the standard plans of the transportation departments in the first quarter of the twentieth century; examples that were built within the first decade of the twentieth century; and through girders, which are not common (Parsons Brinckerhoff 2005: 3-94).

The 10 historic railroad bridges located within the APE (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) are not individually eligible for listing in the NRHP; due to the large number of similar structures in the area, a single bridge cannot stand on its own as a particularly noteworthy example of these two common bridge types. However, as a group they are eligible for listing in the NRHP under Criterion A in the area of Transportation because they further facilitated postwar industrial development in the area, utilizing the growth of automobile traffic, and under Criterion C in the areas of Architecture and Engineering because they are a distinctive group of intact Deco Moderne railroad bridges united by common design elements and stylistic details that have become a notable feature of this part of west Louisville and should be included in an expanded boundary of the proposed Railroad Bridges of west Louisville MPS. The proposed boundaries for each bridge are depicted on Figure 105.

Determination of Effect: No Adverse Effect. The PWA bridges were historically associated with and utilized the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train traffic is a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the bridges because of their historic association—they are rail related structures that would not exist but for the railroad. The railroad has been an integral part of each bridge's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 are eligible for listing in the NRHP.

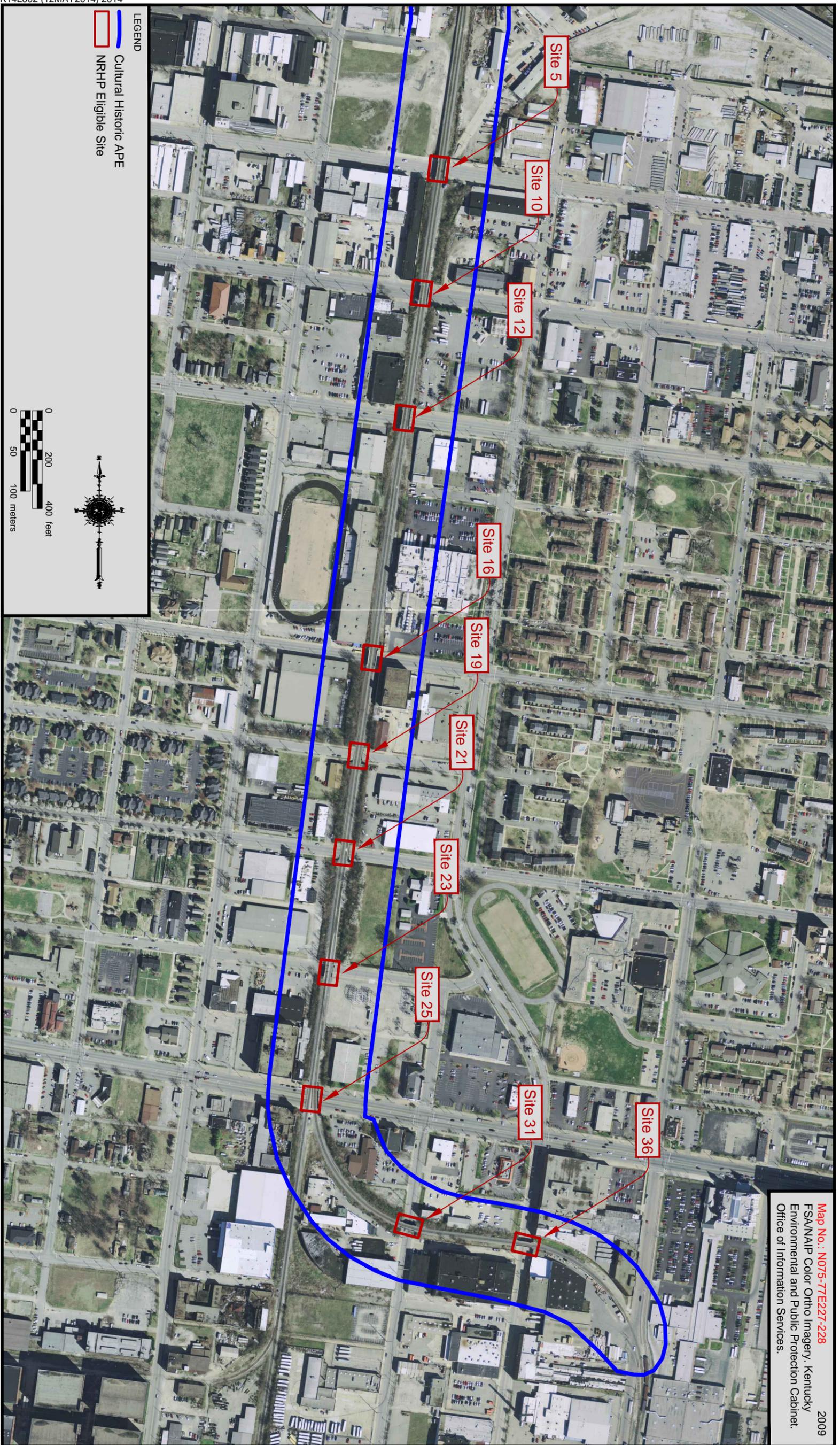


Figure 105. Recommended NRHP boundaries for the proposed addendum to the Railroad Bridges of West Louisville MPS.

VII. CONCLUSIONS

In April of 2014, CRA completed a cultural historic survey for the joint use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky. The survey was conducted at the request of Melanie Yasbin of The Law Offices of Louis E. Gitomer, LLC, on behalf of CSXT and L&I.

Prior to initiating fieldwork, a search of records maintained by KHC was conducted to determine if previously documented cultural historic sites 50 years of age or older were located in the area of potential effect. This inquiry revealed eight previously surveyed resources within the APE, five of which (JFWP 148, the Monon Freight Depot; JFWP 149, the Schlenbaker National Foundry and Machine Company; JFSW 401, Union Station; JFSW 404, Whiteside Bakery; and JFSW 436, the Axton-Fisher Tobacco Warehouse) are currently listed and three of which (JFWP 164, the Pennsylvania Railroad Freight Depot; JFWP 327, the Pennsylvania Railroad Bridge; and JFWP 528, the Peaslee-Gaulbert Paint Manufacturing Complex) have been determined eligible for listing in the NRHP. Thirty additional, previously unidentified historic resources 50 years of age or older (Sites 3, 5, 8–23, 25, 27–37 [JFWP 614–616, JFWR 3825–3841, and JFSW 979–988]) were also identified and documented during the field survey. Three of these sites (Site 29 [JFSW 980], St. Augustine Roman Catholic Church and School; Site 32 [JFSW 983], an industrial warehouse; and Site 34 [JFSW 985], the Louisville Stove & Tin Company) and the 10 Deco Modern PWA bridges (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) are determined eligible for listing in the NRHP. Because the project area is historically associated with the railroad, increased rail traffic will not diminish any qualities of these properties for which they are eligible for listing in the NRHP. As such, CRA recommends that no historic properties will be adversely affected by the proposed project.

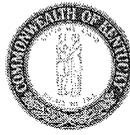
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STEVEN L. BESHEAR
GOVERNOR

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CRAIG A. POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

August 4, 2014

Melanie Yasbin
The Law Offices of Louis E. Gitomer, LLC
600 Baltimore Ave., Suite 301
Towson, MD 21204

Re: Cultural Historic Resource Survey for the Joint Use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky

Dear Ms. Yasbin:

The State Historic Preservation Office received the above referenced report for review and comment. Additional information to clarify the scope of the project was requested from and provided by your cultural resource consultant. The undertaking involves joint use of a line by CSX Transportation, Inc., and the Louisville and Indiana Railroad Company, Inc., between Indianapolis, IN, and Louisville, KY. While the work will not involve construction in the 1.5 miles of Kentucky rail line included in the project, it will result in more than double the current train traffic through an area with known cultural resources.

The report accounts for eight previously surveyed, National Register listed or eligible historic properties (JFWP-148, 149, 164, 327 and 528, as well as JFSW-401, 404 and 436). An additional 30 previously unidentified historic resources were documented. A total of 14 were recommended eligible for listing (JFSW-980, 982-983, 985 and 987, JFWP-614 and 615, and JFWR-3826, 3828, 3832, 3835, 3837, 3839, and 3840). The remaining 16 were considered ineligible for listing (JFSW-979, 981, 984, 986, and 988, JFWP-616, and JFWR-3825, 3827, 3829-3831, 3833-3834, 3836, 3838, and 3841.) Based on the information available at this time, we concur with the assessments of eligibility for all but JFSW-988, JFWR-3825 and 3838, and JFWP-616. These resources do not appear to be individually eligible, and no additional information is requested on these resources at this time. However, should these properties ever become the subject of undertakings where direct effects are likely, we would recommend they be reassessed in coordination with local consulting parties to ensure there is no potential for a district to which they might contribute.

Focusing on potential noise and vibration impacts, it was the finding of the report's author that the undertaking currently under consideration will have no adverse effect on historic properties. We concur with that assessment.

Page 2
Melanie Yasbin
8/4/2014

The report notes that CSXT “has proposed to work with interested parties to mitigate the effects of increased rail traffic by establishing quiet zones...” While many of the examples of noise-reducing measures which follow are related to track and equipment maintenance, should collaboration with interested parties result in any sound attenuation proposals which involve work on buildings in Kentucky, consultation with our office should resume.

If you have questions regarding these comments, please contact Jill Howe of my staff at (502) 564-7005, extension 121.

Sincerely,



Craig A. Potts
Executive Director and
State Historic Preservation Officer

Cc: Liz Heavrin (CRAI)

CP;jh