

**CORRESPONDENCE WITH NATIVE AMERICAN TRIBES**

July 11, 2011

Mr. Thomas Gamble  
Miami Tribe of Oklahoma  
P.O. Box 1326  
Miami, OK 74355

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

Dear Mr. Gamble:

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.

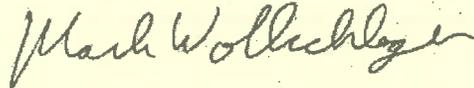
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As part of the application process CSXT will submit a Preliminary Draft Environmental Assessment (the "PDEA") to the Board's Office of Environmental Analysis ("OEA"). The PDEA will discuss land use, hazardous material, hazardous waste sites, socioeconomics, 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:

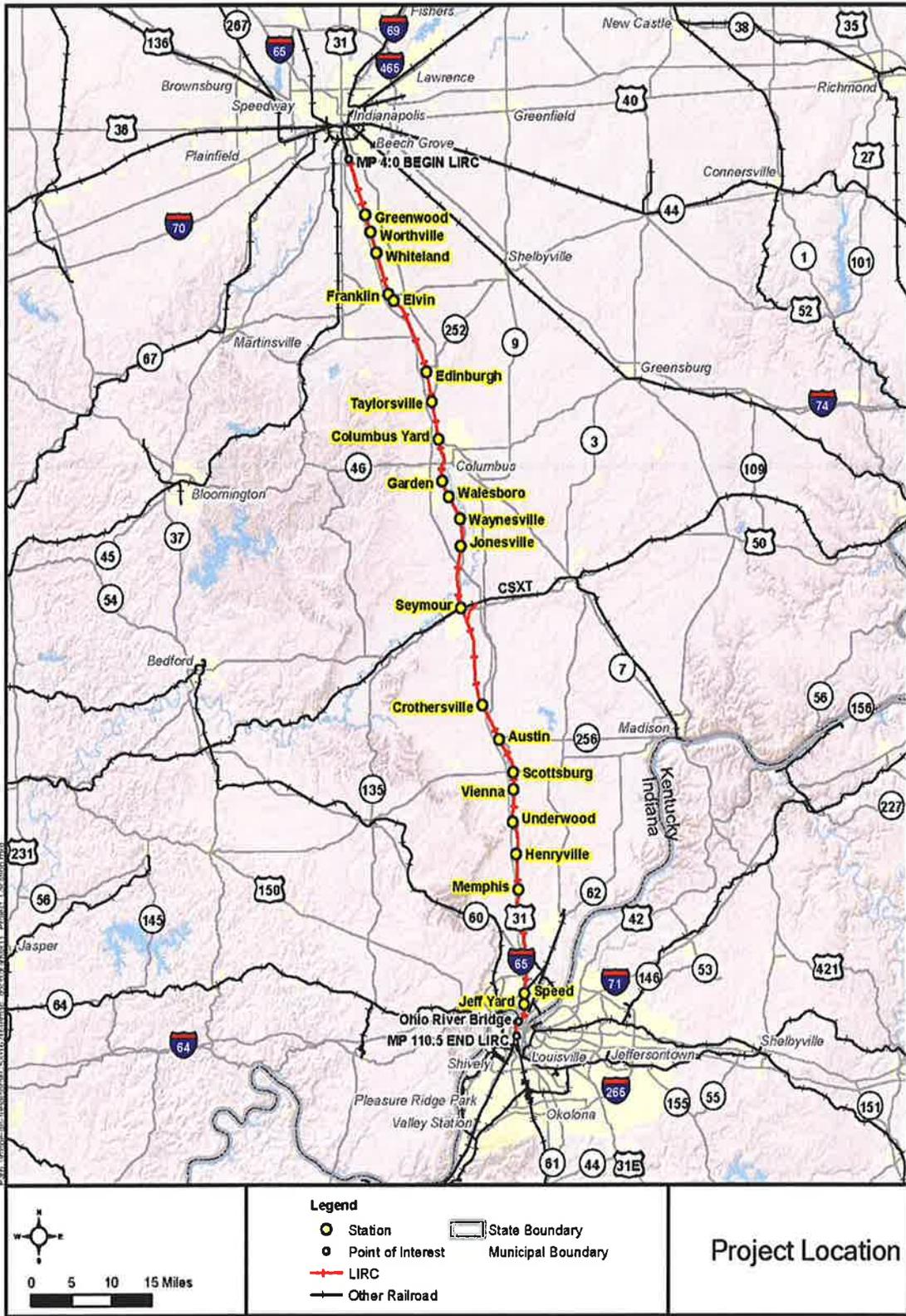
Mr. Mark Wollschlager  
HDR Engineering, Inc.  
701 Xenia Avenue South  
Suite 600  
Minneapolis, MN 55416-3636  
or by email to:  
csxtlirc@hdrinc.com

Sincerely,

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

Mark Wollschlager  
Project Manager

*Attachment*



July 11, 2011

Mr. John Ballard  
Ottawa Tribe of Oklahoma  
P.O. Box 110  
Miami, OK 74355

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

Dear Mr. Ballard:

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").

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July 11, 2011

Mr. John P. Froman  
Peoria Tribe of Indians of Oklahoma  
P.O. Box 1527  
Miami, OK 74355

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

Dear Mr. Froman:

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").

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July 11, 2011

Mr. Leaford Bearskin  
Wyandotte Nation  
64700 East Highway 60  
Wyandotte, OK 74370

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

Dear Mr. Bearskin:

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").

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July 11, 2011

Mr. Ron Sparkman  
Shawnee Tribe  
P.O. Box 189  
Miami, OK 74354

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

Dear Mr. Sparkman:

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").

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July 11, 2011

Mr. Mitchell Hicks  
Eastern Band of Cherokee Indians  
Qualla Boundary  
P.O. Box 455  
Cherokee, NC 28719

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

Dear Mr. Hicks:

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").

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July 11, 2011

Mr. Harold Frank  
Forest County Potawatomi Community  
P.O. Box 340  
Crandon, WI 54520

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

Dear Mr. Frank:

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").

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July 11, 2011

Mr. Kenneth Meshigaud  
Hannahville Indian Community  
N 14911 Hannahville B1 Road  
Wilson, MI 49896-9728

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

Dear Mr. Meshigaud:

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July 11, 2011

Mr. Matthew J. Wasaw  
Pokagon Band of Potawatomi Indians  
P.O. Box 180  
Dowagiac, MI 49047

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

Dear Mr. Wasaw:

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").

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July 11, 2011

Mr. John A. Barrett  
Citizen Potawatomi Nation  
1601 S. Gordon Cooper Drive  
Shawnee, OK 74801

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

Dear Mr. Barrett:

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").

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July 11, 2011

Mr. Kerry Holton  
Delaware Nation  
P.O. Box 825  
Anadarko, OK 73005

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

Dear Mr. Holton:

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July 11, 2011

Mr. Russell Bradley  
Kickapoo Tribe of Indians of the Kickapoo Reservation in Kansas  
1107 Goldfinch Road  
Horton, KS 66439

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

Dear Mr. Bradley:

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").

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July 11, 2011

Mr. Gilbert Salazar  
Kickapoo Tribe of Oklahoma  
P.O. Box 70  
McLoud, OK 74851

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

Dear Mr. Salazar:

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July 11, 2011

Mr. Steve Ortiz  
Prairie Band of Potawatomi Nation  
16281 Q Road  
Mayetta, KS 66509

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

Dear Mr. Ortiz:

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**Merchan Paniagua, Sara**

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**From:** Jason Ross [JRoss@delawarenation.com]  
**Sent:** Wednesday, July 20, 2011 1:30 PM  
**To:** csxtlirc  
**Subject:** re: Finance Docket No. 35523, CSX Transportation, Inc.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Mr. Wollschlager,

The Delaware Nation Cultural Preservation Office recently received your correspondence regarding – *Finance Docket No. 35523, CSX Transportation, Inc.-Acquisition-Louisville Indiana Railroad Company*. ***The Cultural Preservation Director, Ms. Tamara Francis has reviewed the information provided and has determined in order for the Delaware Nation to make a more thorough determination that the Delaware Nation will be needing a list of counties where the project is being constructed because the map provided is unclear.***

Thank you again for taking the time and effort to properly consult and we look forward to hearing back from you on the project info.

Best Regards,

Jason Ross

Museum/Section 106 Assistant

Cultural Preservation Department

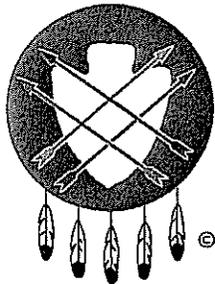
The Delaware Nation

P.O. Box 825

Anadarko, OK 73005

PH# 405) 247-2448

FAX# 405) 247-8905



**PEORIA TRIBE OF INDIANS OF OKLAHOMA**

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538  
P.O. Box 1527  
MIAMI, OKLAHOMA 74355

CHIEF  
John P. Froman  
SECOND CHIEF  
Jason Dollarhide

August 9, 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 Company

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is interested in consulting on the project. Please include us on all mailing lists pertaining to this site. Please share all information concerning this project as it pertains to Native American interests.  
Contact information is:

Frank Hecksher  
Special Projects/NAGPRA Manager  
118 S. Eight Tribes Trail  
Miami, OK 74354  
918-540-2535  
fhecksher@peoriatribes.com

John P. Froman  
Chief

EI - 20283  
Rec'd 9/4/13

### Other Submissions

In order to process your filing, please fill out the following information. If you do not know the docket number, please leave it blank and we will fill it out for you.

Please fill out the following information to help us complete your filing :

Docket #: FD -35523 --

Subject: \* CSX Transportation, Inc.-Joint Use--Louisville & Indiana Railroad Company, Inc.

First Name: \* Cynthia

Middle Name:

Last Name: \* Stacy

Address: \* PO Box 1527  
118 S. Eight Tribes Trail

City: \* Miami

State: \* OK

Zip Code: \* 74355-1527

Email Address: \* cstacy@peoriatribe.com

Group/Affiliation: Peoria Tribe of Indians of Oklahoma

Message: Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of any documentation directly linking Indian Religious Sites to the proposed project locations. There appear to be no objects of cultural significance or artifacts linked to our tribe located on or near either project location.

The Peoria Tribe of Indians of Oklahoma is unaware of items covered under NAGPRA (Native American Graves Protection and Repatriation Act) to be associated with the proposed project sites. These items include: funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition state, local and tribal authorities should be advised as to the findings until consultation with all concerned parties has occurred.

Thank you,  
Cynthia Stacy  
Special Projects Manager/NAGPRA  
Peoria Tribe of Indians of Oklahoma  
918-540-2535 Ext. 31  
Fax 918-540-2538  
cstacy@peoriatribe.com

# Kickapoo Tribe of Oklahoma

P.O.Box 70  
407 N. Hwy 102  
McLoud, Oklahoma 74851

Administration Department  
Phone: 405-964-7053; Fax: 405-964-7065  
Email: kwilson@kickapootribeofoklahoma.com

ET - 20309

September 18, 2013

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

*RE: Docket No. FD 35523, CSX Transportation,  
Inc.-Joint Use-Louisville & Indiana Railroad  
Company, Inc.*

Dear Mr. Navecky:

Thank you for consulting with the Kickapoo Tribe of Oklahoma in regard to the above referenced site(s). At this time, the Kickapoo Tribe of Oklahoma has no objections to the proposed development at the intended site(s). However, in the event burial remains and/or artifacts are discovered during the development or construction process, the Kickapoo Tribe of Oklahoma would ask for immediate notification of such findings.

Should I be of any further assistance, please contact me at (405) 964-4227.

Sincerely,



Kent Collier  
NAGPRA Contact  
Kickapoo Tribe of Oklahoma

Cc: File

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*Gilbert Salazar*  
APETOKA  
CHAIRMAN

*Boyd Ponkilla*  
ADAMIDATA  
VICE-CHAIRMAN

*Patricia Gonzales*  
MOKITANOCUA  
SECRETARY

*Jennell Downs*  
KISAKODICUA  
TREASURER

*Everett Suke*  
MOKITANO  
COUNCILMAN



**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.*<sup>1</sup>

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.<sup>2</sup> 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

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<sup>1</sup> 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.

<sup>2</sup> 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](http://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](http://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](http://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](mailto: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.

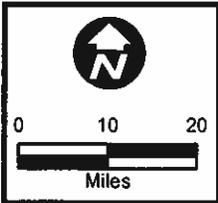
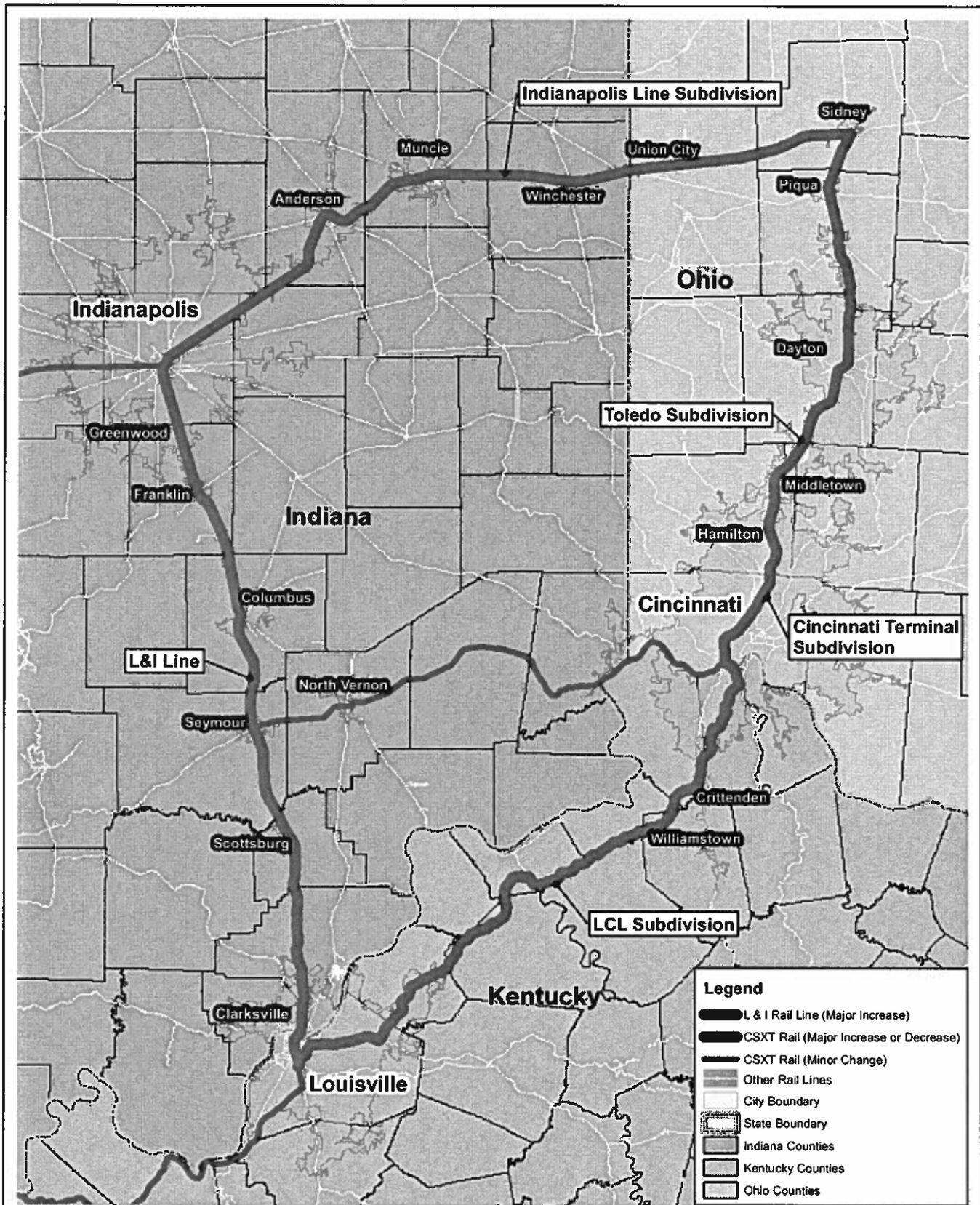
Victoria Rutson  
Director  
Office of Environmental Analysis

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>
<b>L&amp;I Rail Line</b>		
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)
<b>CSXT Rail Lines</b>		
Louisville to Cincinnati	17 <sup>a</sup>	8 (9 fewer CSXT trains)
Cincinnati to Sydney	28 – 31 <sup>a</sup>	17 – 20 (11 fewer CSXT trains)
Indianapolis to Sidney	27 <sup>a</sup>	38 (11 CSXT trains added)

<sup>a</sup> 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	Lonny	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.	Kelly	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	43230-8355
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.				6013 Lakeside Blvd	Indianapolis	IN	46278
United States Department of Agriculture	Natural Resources Conservation Service	M.				9608 Highway 62	Chapin-Town	IN	47111-9649
United States Department of Agriculture	Natural Resources Conservation Service	M.				55 S. Boatman Road	Scottsburg	IN	47170-4866
United States Department of Agriculture	Natural Resources Conservation Service	M.				1300 Woodside Drive	Greenfield	IN	47220
United States Department of Agriculture	Natural Resources Conservation Service	M.				1040 2nd Street	Columbus	IN	47381
United States Department of Agriculture	Natural Resources Conservation Service	M.				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	Southeast 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 Madrin Luther King Place	Louisville	KY	40203-2922
National Oceanic & Atmospheric Administration	National Geospatial Survey, Geospatial Services Division	Asst.	Glenn	Nichell	Director	Room 9925 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 for 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	Real Office Manager	700 Capitol Avenue	Frankfort	KY	40601
State of Indiana	Department of Transportation	M.	Venetta	Leade	Senior Real 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	Estally	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 IGCN 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.	Jeffrey	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	Tehring	Director	2045 Morse Road		Columbus	OH	43229-6993

Agency	Department	Sal.	First Name	Last Name	Title	Address	City	State	Zip
<b>Regional</b>									
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	Columbus	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
<b>County</b>									
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
Barnes 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
Wayne 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
Smith County	County Commissioners					127 East Court Street	Schuyler	OH	45365
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
<b>Local</b>									
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	Ambling	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	Mr.	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	Smith	Mayor	177 North Center St		Versailles	OH	45380-0288
City of Sidney	Mr.	Mike	Raghoji	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
<b>Tribes</b>									
Miami Tribe of Oklahoma	Mr.	Thomas	Combs	Chief	P.O. Box 1326		Miami	OK	74355
Delaware 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

**CORRESPONDENCE REGARDING THE FLATROCK RIVER BRIDGE**



ONE COMPANY | *Many Solutions*<sup>SM</sup>

September 9, 2011

EI-20483

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: Request for Indiana SHPO opinion regarding the NRHP eligibility of Louisville Indiana Railroad Bridge MP 40.19 over the Flatrock River as part of CSX Transportation, Inc.'s acquisition of the Louisville Indiana Railroad Company between Indianapolis, IN, milepost 4.0, and Louisville, KY, milepost 110.5 (DHPA #11979).**

Dear Dr. Glass:

CSX Transportation, Inc. ("CSXT") expects to be filing in September 2011 with the Surface Transportation Board (the "STB") an application 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 over a period of time that may be up to seven years. As part of rehabilitation activities, CSXT anticipates reconstruction of bridge MP 40.19 over the Flatrock River. CSXT plans to replace the bridge superstructure with the same type of steel girder structure as the bridge currently has and would use existing piers. In an effort to determine if bridge MP 40.19 is a historic property, CSXT reviewed the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) maintained by IN DNR. No information relating to this bridge was available in SHAARD.

In order to determine if bridge MP 40.19 is a historic property, CSXT is soliciting the Indiana SHPO to render an opinion regarding the National Register of Historic Places (NRHP) eligibility of Bridge MP 40.19 over the Flatrock River. In a phone conversation dated August 24, 2011, Historic Structures Reviewer Chad Slider indicated that a topographic map showing the location of the bridge, information regarding the age and type of the bridge, and photographs of the bridge would be necessary for the Indiana SHPO to render an opinion on the NRHP eligibility of Bridge MP 40.19.

Dr. James Glass

Request for Indiana SHPO opinion regarding the NRHP eligibility of Louisville Indiana Railroad Bridge MP 40.19 over the Flatrock River  
September 9, 2011

Enclosed with this is letter a topographic map showing the location of the bridge, information regarding the age and type of the bridge, engineering plan and profile drawings of the bridge, and photographs of the bridge in its current state. Please review the enclosed information to render an opinion regarding the NRHP eligibility of bridge MP 40.19. If you need any additional information for your review, please contact Dylan Eigenberger at 612-597-1589 or via e-mail at [Dylan.Eigenberger@hdrinc.com](mailto:Dylan.Eigenberger@hdrinc.com).

Thank you for your assistance on this project.

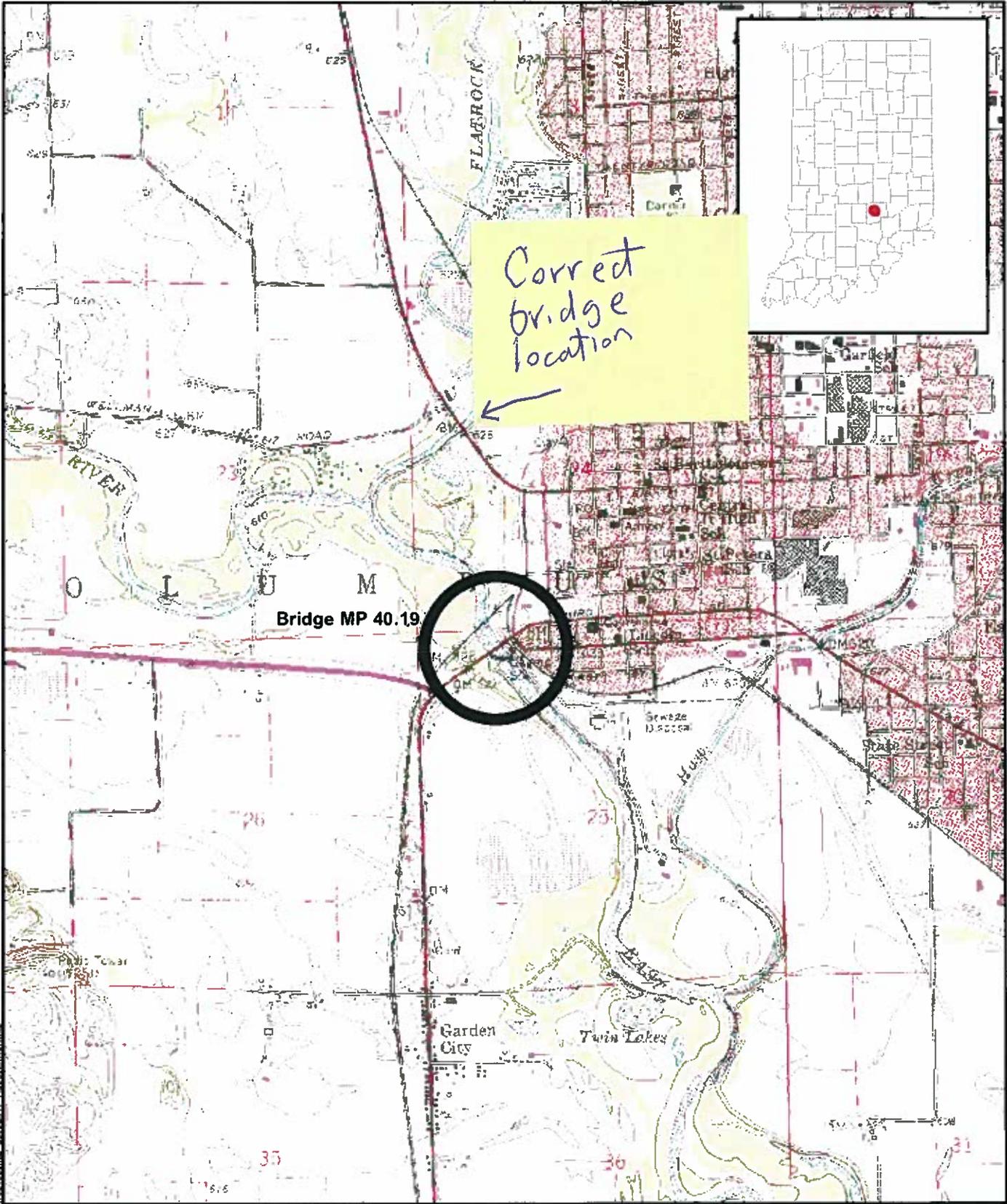
Sincerely,

**HDR Engineering, Inc.**



Mark Wollschlager,  
Project Manager

Enclosures: Topographic map showing the location of the bridge; Information regarding the type and age of the bridge; Engineering plan and profile drawings (24);  
Photographs of the bridge (9)



Correct  
bridge  
location  
←

Bridge MP 40.19



Path: \\vms01-ar-01\pub\scs\GIS\152188\name\_desc\811\_FlatrockBrdge.mxd



0 1,000 2,000 Feet

Columbus Quad

Flatrock River  
Bridge

**Louisville Indiana Railroad Company Bridge MP 40.19**















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



October 11, 2011

EI-18705  
KB

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

Federal Agency: Surface Transportation Board

Re: Request for determination of eligibility of Bridge MP 40.19 over the Flatrock River in relation to 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 (Docket #35523; DHPA #11979)

Dear Mr. Wollschlager:

Thank you for the information submitted on September 9, 2011 and received on September 12, 2011, pertaining to the bridge located near Columbus, Bartholomew County, Indiana.

Based on our analysis, we believe that the Louisville & Indiana Railroad Co. Bridge MP 40.19 (P.C.C. & St. L. RR Bridge No. 20) over Flatrock Creek meets the criteria of eligibility for inclusion in the National Register of Historic Places. We noted that Bridge MP 40.19, which was designed by the Edge Moor Bridge Works of Wilmington, Delaware, appears to be significant under Criterion A and C for its association with transportation and as a good example of a heavily built Pratt through truss bridge.

It is our understanding that an environmental assessment and historic properties report are currently being prepared will be provided to the Indiana SHPO for 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](http://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](mailto: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](mailto:cslider@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #11979.*

Very truly yours,

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

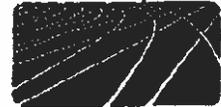
JAG:CWS:cws

cc: ✓ David C. Navecky, Surface Transportation Board

ET - 20331

Rec'd 9/12/13

Civilstar, Inc



September 13, 2013

Mr. Chad Slider  
Office of the Indian State Historic Preservation Officer  
402 West Washington Street, W274  
Indianapolis, IN 46204

RE: Request for determination of eligibility of Bridge MP 40.19 over the Flatrock River (DHPA # 35523) (DIIPA # 11979), S1B Docket No. FD-35523, CSX Transportation, Inc.—Joint Use—Louisville & Indiana Railroad Company, Inc.

Dear Mr. Slider:

My name is Garry Shook and I am a Railroad Bridge Engineer who provides consulting services to the Louisville & Indiana Railroad Company, Inc. ("L&I") and other railroads. I am a 1973 graduate in Civil Engineering from North Carolina State University and have spent the past 40 years (35 years as Principal-In-Charge) inspecting, repairing, planning, designing and executing construction for bridge projects in 15 states including a number of railroad bridge projects in Indiana. I am a member of the American Railroad Engineers and Maintenance of Way Association (AREMA) and a member of AREMA Committee 15 (Steel Structures) since 1985. I am licensed to practice engineering in the State of Indiana as well as other states. I have been in charge of the rehabilitation, strengthening or replacement of five major truss railroad bridges in Indiana over the past two years.

As part of the proposed upgrade of the L&I Line as a result of CSX Transportation, Inc.'s acquisition of a permanent easement over the L&I Line, the existing bridge at MP 40.19 crossing the Flatrock River approximately one mile north of Columbus, IN (the "Flatrock River Bridge") will be replaced to allow for modern railroad operations. The existing Flatrock River Bridge restricts operations to speeds of 10 mph and car weights of 263,000 pounds gross weight on rail ("GWOR").

Upgrading the current Flatrock River Bridge is not feasible because of the age, condition and design of the existing structure. The current bridge does not meet the criteria of the Manual for Railway Engineering published by AREMA (the "AREMA Manual") for handling 286,000 pound GWOR at speeds up to 60 mph. I am very familiar with the AREMA Manual and do not see how the current bridge can be upgraded to meet the necessary standards without replacing the entire bridge.

The Flatrock River Bridge consists of two pinned connected Pratt truss spans of 144'-8" length and seven 30'-0" riveted deck plate girder spans on the south approach. The bridge is open deck timber tie construction supporting one mainline track and a single timber and steel grating 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 Flatrock River Bridge was designed in 1897 for an assumed live load of 5,000 lbs/ft of bridge plus a single concentrated load of 50,000 pounds equaling a total load of 765,000 pounds for each truss span. Current AREMA standards require capacity to support 1,948,000 pounds of live load for a 143' bridge span. The existing truss bridge is over 60% deficient of current capacity requirements.

While the original two truss spans and supporting substructure were built in 1899, 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 of wrought iron that was in common use at the turn of the 19<sup>th</sup> century. The piers and abutments were built of stone masonry on spread footings, excepting the two main span support piers (Pier 1 and Pier 2), which are supported on 20' long timber pile foundations. The two main span piers were encased in concrete in about 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.

The design of the Flatrock River Bridge is known as "Pin-Connected Pratt Trusses". Pin Connected Pratt Trusses were commonly used for railway structures on spans of 125 -200 feet built between 1890 and 1920. The design style is only significant in its simplicity and original low cost. Variations of the Pratt truss are in modern usage in non-railroad applications. However, Pin-Connected Pratt Trusses disappeared due to many problems found with this type of design. While the design provided for efficiency in steel weight, it proved not to be tough enough for modern railway loading over the long-term. Bridges with this design have many non-redundant "fracture-critical" members of a nature that can lead to sudden and complete bridge collapse in the event of failure of a single member or connection. Fatigue failure is a major concern with frequent high loadings common on railroad bridges. Of special concern, is damage to pin connections at truss panel points. The pins are concealed and can only be visually inspected by full disassembly of each truss joint which requires removing the connection pin. Connection pins become worn due to rotation with load deflection of the truss members and might fail without warning.

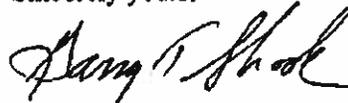
The eye-bar chords and hangers are subject to hairline cracks at or near the eyes due to material flaws common in the manufacturing processes used at the turn of the 19<sup>th</sup> century. Bridges like the Flatrock River Bridge with pin connected eye-bar members are of special concern due to their historical susceptibility to failure.

If a rehabilitation of the existing bridge were pursued as an option, numerous temporary supports would be required for staging truss rehabilitation. These temporary supports could clutter up the waterway catching drift and further restricting water flow during any flood event that might occur while rehabilitation was in process. Since the existing waterway opening is deficient at the bridge and there is a history of significant flooding near the site, nearby residents could suffer additional flood damage. Therefore, rehabilitation of the existing trusses is undesirable.

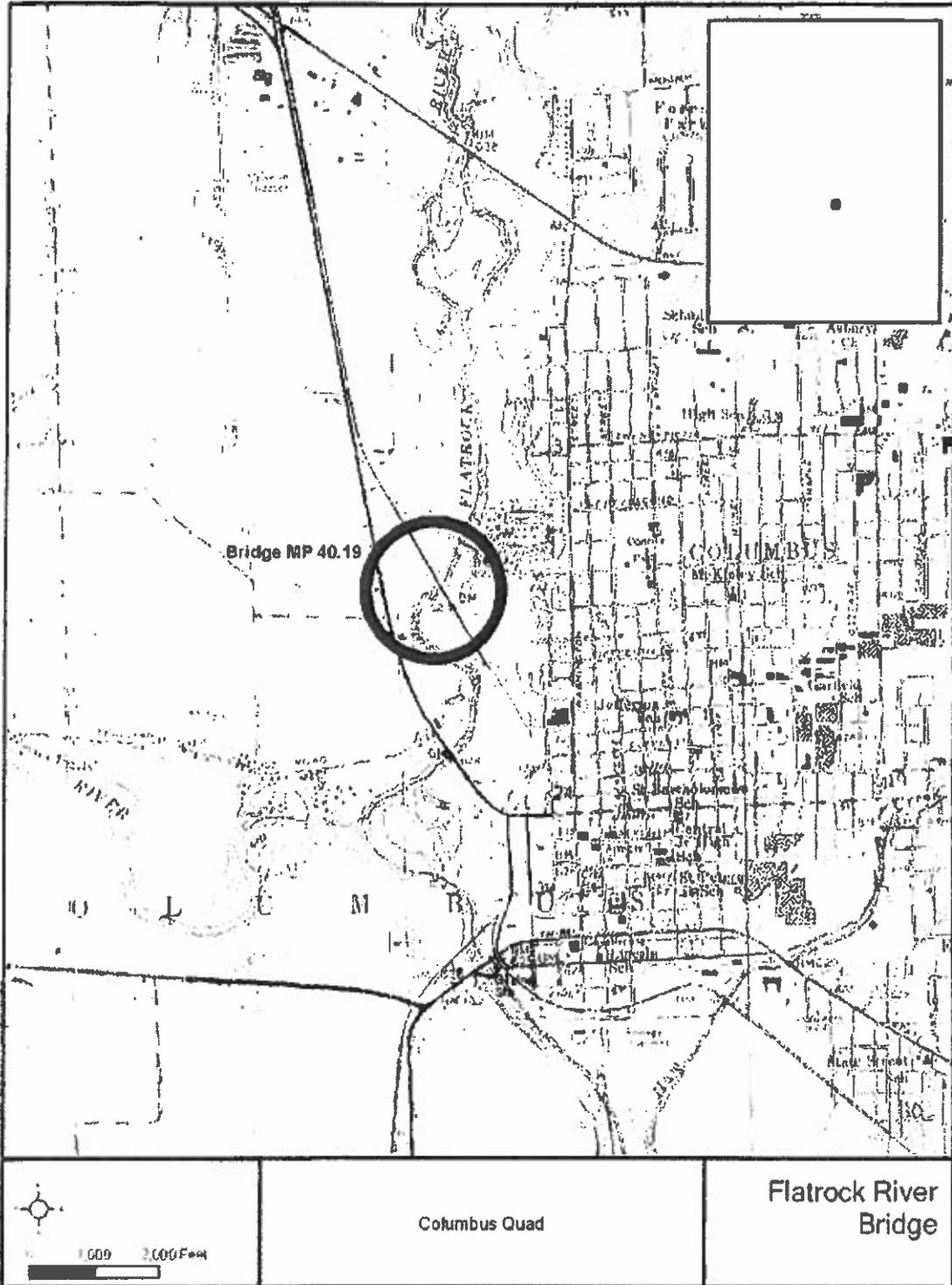
Any major work on Bridge MP 40.19 would also require increasing the existing under-clearance of the bridge by 2.5' to accommodate the 100-year flood elevation. Rehabilitating the Flat Rock River Bridge to make it useable for modern railroad operations would require replacement of stringers, floor beams, all truss bottom chord members, top chord members, all hangers, lateral bracing counters, and Pier #1 (due to inadequate pile support and settlement), thus totally compromising the bridge's historical integrity and in essence creating a new bridge. The cost for such rehabilitation would be greater than \$5,000,000. In addition, maintenance cost of a rehabilitated bridge would be more than twice that of a modern steel girder replacement structure due to the complexity and additional exposed steel surface area inherent to a truss bridge and lower strength and durability of the existing concrete, masonry and steel bridge materials.

The Flatrock River Bridge should be replaced with new steel thru-girder spans meeting AREMA specifications to provide for modern railroad operations and to ensure a high level of safety for railroad employees and the public. As an additional benefit, the new structure would increase the waterway opening and hydraulic efficiency at the site, potentially decreasing flooding risk in the Columbus area.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Garry T. Shook". The signature is fluid and cursive, written over a white background.

Garry T/Shook, PE



LAW OFFICES OF  
LOUIS E. GITOMER, LLC.

EL-20332

Rec'd 9/18/13

LOUIS E. GITOMER  
Lou@lgraillaw.com

MELANIE B. YASBIN  
Mclanic@lgraillaw.com  
410-296-2205

September 18, 2013

600 BALTIMORE AVENUE, SUITE 301  
TOWSON, MARYLAND 21204-4022  
(410) 296-2250 • (202) 466-6532  
FAX (410) 332-0885

Mr. Chad Slider  
Office of the Indian State Historic Preservation Officer  
402 West Washington Street, W274  
Indianapolis, IN 46204

RE: Request for determination of eligibility of Bridge MP 40.19 over the Flatrock River (DHPA # 35523) (DHPA # 11979), STB Docket No. FD-35523, CSX Transportation, Inc.—Joint Use—Louisville & Indiana Railroad Company, Inc.

Dear Mr. Slider:

CSX Transportation, Inc. ("CSXT") and the Louisville & Indiana Railroad Company, Inc. ("L&I") filed an application with the Surface Transportation Board (the "Board") pursuant to 49 U.S.C. § 11323 and 49 C.F.R. Part 1180, seeking Board authority for CSXT to acquire from and jointly use with the L&I a perpetual non-exclusive, operating easement over 106.5 miles of the L&I rail line (the "Line"). The Line extends from a connection with CSXT in Indianapolis, IN, milepost ("MP") 4.0, and a connection with CSXT in Louisville, KY, MP 110.5.

An integral part of the acquisition and joint use will be the upgrade of the Line by CSXT to replace all of the light weight jointed rail with modern heavy weight continuous welded rail capable of handling railroad cars weighing up to 286,000 pounds gross weight on rail ("GWOR") and traveling up to 60 miles per hour, depending upon track geometry. As part of the upgrade, the existing bridge at MP 40.19 crossing the Flatrock River approximately one mile north of Columbus, IN (the "Flatrock River Bridge") will be replaced. The Flatrock River Bridge, originally constructed in the 19<sup>th</sup> century, restricts railroad operations to speeds of 10 mph and weights of 263,000 pounds GWOR.

In response to the letter dated October 11, 2011, from your office, CSXT and L&I are providing you with additional information in support of their position that it is not feasible to repair or strengthen the Flatrock River Bridge for modern railroad operations. The design and materials used in the original bridge do not lend themselves to repair or strengthening without significantly altering the original bridge at a cost substantially greater than replacement. Indeed, even without repair and strengthening required to handle 60 mph trains with 286,000 pound cars, the original Flatrock River Bridge has been altered over the years to the extent that the removal of the Flatrock River Bridge would not be an adverse effect on historic properties.

Attached, is a letter from L&I bridge engineer Garry Shook explaining why it is not feasible to repair or strengthen the Flatrock River Bridge to support modern railroad operations

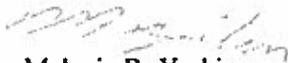
Mr. Chad Slider  
August 18, 2013  
Page 2

and describing the alterations that have been made to the original structure to support railroad operations over the years.

Prior to removal of the Flatrock River Bridge and to mitigate any potential adverse affect caused by the removal of the Flatrock River Bridge L&I and CSXT are willing to prepare a Presentation Package for the Flatrock River Bridge in compliance with the Indiana Department of Natural Resources, Division of Historic Preservation and Archeology's minimum Architectural Documentation Standards, including: (1) black and white photographs providing an overall view of the Flatrock River Bridge in its environment and views of its significant components; (2) a written description of the Flatrock River Bridge; (3) a statement of significance; and (4) any available architectural drawings or a sketch plan of the site.

Thank you for your assistance. If you have any questions, please contact me.

Sincerely yours,



Melanie B. Yasbin  
Attorney for CSX Transportation, Inc.

Attachment

cc: David Navecky, STB

E1-20325



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](mailto:dhp@dnr.IN.gov)



October 3, 2013

David Navecky  
Surface Transportation Board  
395 E Street, SW, Room 1104  
Washington, D.C. 20423

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

Federal Agency: Surface Transportation Board

Re: Request for determination of eligibility of Bridge MP 40.19 and Draft 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 between Indianapolis, Indiana, MP 4.0, and Louisville, Kentucky, MP 110.5 (STB Docket No. FD 35523; DHPA #11979)

Dear Mr. Navecky and Ms. Yasbin:

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 August 30, 2013, September 10, 2013, and September 18, 2013; and received by our office on September 3, 2013, September 12, 2013, and September 20, 2013 respectively, for the above indicated project from Indianapolis to the state line in multiple counties of Indiana.

Thank you for providing the Indiana SHPO with a copy of the Draft Environmental Assessment and additional information regarding the current condition of the bridge at MP 40.19, which carries the Louisville & Indiana Railroad over the Flatrock Creek near Columbus, Indiana. Based on the assessment provided by engineer Garry Shook of Civilstar, Inc., in a letter dated September 13, 2013, it is our understanding that the bridge at MP 40.19 has been modified from its original design and it would require substantial additional modification for continued use. It is also our understanding that it is Mr. Shook's opinion that the bridge may not be feasibly repaired or strengthened to meet current railroad standards and the expected speed and load requirements for this line. Despite these factors, the Indiana SHPO believes that the bridge likely 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 in this case, we agree with CSXT's recommendation that the bridge be documented prior to its removal, according to the DHPA Minimum Architectural Documentation Standards, as mitigation for the loss of this historic resource.

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, 12C1333, 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.

Navecky and Yasbin  
October 3, 2013  
Page 2

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.

*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](http://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](mailto: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](mailto: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:cws

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



November 13, 2013

Mr. Mitchell Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation and Archaeology  
Indiana Department of Natural Resources  
402 W. Washington St., Room W274  
Indianapolis, IN 46204-2739

RE: Documentation for Flatrock River Bridge MP 40.19 over the Flatrock River near Columbus in Bartholomew County, Indiana (DHPA #11979)

Dear Mr. Zoll:

Our firm has been retained by the Law Offices of Louis E. Gitomer, LLC to prepare historic documentation per the MOA for removal of Flatrock River Bridge MP 40.19 over the Flatrock River. The documentation was created according to the Indiana DNR - Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards. The following items are included in this submittal:

- Two Certification of Meeting National Archive and Records Administration Photographic Documentation Standards signature sheets;
- Two bound copy with table of contents, photographic prints, digital photo log, written description, statement of significance, bridge drawings, & sketch map;
- Two CD-ROMs with photographs in .TIF and .JPEG formats, digital photo log, written description, statement of significance, bridge drawings, & sketch map; and
- Two DVD-R discs with photographs in .TIF and photo log.

If you have any questions, please contact me at your earliest convenience. Thank you for your consideration of this request.

Sincerely,

BUTLER, FAIRMAN & SEUFERT, INC.

*Britta Rees*

Britta A. Rees <sup>Esq.</sup>  
[brees@bfsenr.com](mailto:brees@bfsenr.com)

BR:lm

Enclosures

c: Melanie Yasbin, Louis E. Gitomer, LLC

Headquarters:  
8450 Westfield Blvd., Suite 300  
Indianapolis, IN 46240 5920  
t 317.713.4615  
f 317.713.4616  
e [bfs@BFSEngr.com](mailto:bfs@BFSEngr.com)  
[www.BFSEngr.com](http://www.BFSEngr.com)

Branch Locations:  
Ft. Wayne  
Jeffersonville  
Lafayette  
Merrillville  
Plainfield

Founded 1961



Minimum Architectural Documentation Standards  
for Flatrock River Bridge MP 40.19 over Flatrock River  
Bartholomew County, Indiana



Report Prepared by: Britta Rees, MS

8450 Westfield Blvd., Suite 300

Indianapolis, IN 46240

Phone: (317) 713-4615

Fax: (317) 713-4616

[www.bfsengr.com](http://www.bfsengr.com)

In accordance with the Minimum Architectural Documentation Standards Criteria  
Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology

# **Minimum Architectural Documentation Standards**

## **For Flatrock River Bridge MP 40.19**

### **Table of Contents**

1. Photographs
2. Digital Photo Log
3. Photo Documentation Standards Certification
4. Written Description
5. Statement of Significance
6. Bibliography
7. 1899 Original Bridge Drawings
8. 2011 Bridge Modification Drawings
9. Sketch Map



Bridge MP 40.19 Photo 1 - Looking North at South Masonry Piers, South Concrete Abutment, Bridge Superstructure, & Truss Members



Bridge MP 40.19 Photo 2 - Looking Northwest at Bridge Deck, Two Truss Lines, & South Abutment



Bridge MP 40.19 Photo 3 - Looking Northwest at Top Chord, Floor Beams, Portal Struts and Bracing, Sway Bracing, Lateral Bracing, Bottom Chord, Eyebars, Piers & South Abutment



Bridge MP 40.19 Photo 4 - Looking Northeast at Concrete Piers, Top Chord, Floor Beams, Portal Struts and Bracing, Sway Bracing, Lateral Bracing, Bottom Chord, Eyebars & Verticals



Bridge MP 40.19 Photo 5 - Looking Southwest at South Stone Masonry Pier



Bridge MP 40.19 Photo 6 - Looking Northwest at South End Posts, Portal Bracing, Sway Bracing, Lateral Bracing & Floor Beams



Bridge MP 40.19 Photo 7 - Looking Northeast at Bridge Substructure, Lower Lateral Bracing, Lower Chord, Floor Beams, Stringers & Eyebars



Bridge MP 40.19 Photo 8 - Looking Northeast at Bridge Substructure Connection



Bridge MP 40.19 Photo 9 - Looking Northeast at East Elevation Pinned Connection, Lower Chord, Floor Deck, Lower Lateral Bracing & Floor Beam



Bridge MP 40.19 Photo 10 - Looking Northwest at Bridge Deterioration at Pinned Connection



Bridge MP 40.19 Photo 11 - Looking Northeast at West Elevation Lower Chord & End Post Connection Deterioration



Bridge MP 40.19 Photo 12 - Looking Southeast at South End Substructure, Vertical Member & Eyebars



Bridge MP 40.19 Photo 13 - Looking Southeast at Bridge South Abutment & Piers

## Flatrock River Bridge MP 40.19

### -- Digital Photo Log --

Photo Number	Property Name	Location	City	County	State	Camera Facing...	Description of View	Photographer	Photo Date
IN_BartholomewCounty_BridgeMP40.19_1	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	North	South Masonry Piers, South Concrete Abutment, Bridge Superstructure, & Truss Members.	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_2	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northwest	Bridge Deck, Two Truss Lines, & South Abutment	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_3	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northwest	Top Chord, Floor Beams, Portal Struts and Bracing, Sway Bracing, Lateral Bracing, Bottom Chord, Eyebars, Piers & South Abutment	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_4	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northeast	Concrete Piers, Top Chord, Floor Beams, Portal Struts and Bracing, Sway Bracing, Lateral Bracing, Bottom Chord, Eyebars & Verticals	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_5	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Southwest	South Stone Masonry Pier	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_6	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northwest	South End Posts, Portal Bracing, Sway Bracing, Lateral Bracing & Floor Beams	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_7	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northeast	Bridge Substructure, Lower Lateral Bracing, Lower Chord, Floor Beams, Stringers & Eyebars	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_8	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northeast	Bridge Substructure Connection	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_9	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northeast	East Elevation Pinned Connection, Lower Chord, Floor Deck, Lower Lateral Bracing & Floor Beam	Britta Rees	11/5/2013

Directionally, Flatrock River Bridge MP 40.19 is positioned "Northwest to Southeast."

The bridge consists of two pin-connected Pratt through truss spans at 144 feet, 8 inches each and seven 30 foot, 0 inches riveted, deck plate girder spans that cross the Flatrock River (waterway).

IN_BartholomewCounty_BridgeMP40.19_10	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northwest	Bridge Deterioration at Pinned Connection	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_11	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Northeast	West Elevation Lower Chord & End Post Connection Deterioration	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_12	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Southeast	South End Substructure, Vertical Member & Eyebars	Britta Rees	11/5/2013
IN_BartholomewCounty_BridgeMP40.19_13	P.C.C. & St. L., RR Bridge No. 20	Milepost 40.19	Columbus	Bartholomew	IN	Southeast	Bridge South Abutment & Piers	Britta Rees	11/5/2013

Directionally, Flatrock River Bridge MP 40.19 is positioned "Northwest to Southeast." The bridge consists of two pin-connected Pratt through truss spans at 144 feet, 8 inches each and seven 30 foot, 0 inches riveted, deck plate girder spans that cross the Flatrock River (waterway).

**CERTIFICATION OF MEETING**

**NATIONAL ARCHIVE AND RECORDS ADMINISTRATION (NARA)**

**PHOTOGRAPHIC DOCUMENTATION STANDARDS**

Bartholomew County

Name of Resource or Project: Flatrock River Railroad Bridge MP 40.19

County Bartholomew Date of Photography November 5, 2013

A requirement of the minimum architectural documentation standards adopted by the Division of Historic Preservation and Archaeology (DHPA) must meet one of the following specifications:

**Black and White film photography**

Photographs must be *archival* black and white images from camera-exposed photographic film printed on silver-emulsion fiber-based or silver emulsion resin-coated (RC) papers using archival black and white processing. Images printed on color paper or utilizing color processing will not be accepted.

**Please check whichever applies.**

black-and-white images printed on silver-emulsion resin-coated (RC) papers

black-and-white images printed on silver-emulsion fiber-based papers

**Digital Photography**

The electronic image files must meet the following specifications:

- Original capture .TIF or raw converted to .TIF
- Pixel depth or dimension minimum 3000 x 2000
- 300 dpi (camera default is usually lower)
- RGB Color

Photographic printing must meet the following specifications:

- Print at 300 dpi (select this option in your computer's print menu)
- Paper: Epson Premium Glossy Paper; Kodak Ultra Photo Premium; HP Professional Satin Photo paper; or comparable manufacturer-recommended photographic paper
- Ink: Epson UltraChrome K3; Kodak No. 10 Pigmented Ink; HP Viverra Pigment Ink; or comparable manufacturer-recommended photographic ink

I certify that the 13 (number of photographs) taken to fulfill the minimum architectural documentation standards adopted by the Division of Historic Preservation and Archaeology (DHPA) meet the appropriate specification above:

Signature of Applicant Betta Rees Date 11/12/13

## Flatrock River Bridge MP 40.19

### Written Description

Flatrock River Bridge MP 40.19 spans the Flatrock River and is located in Section 24, Township 9 North, Range 5 East on the U.S.G.S. Columbus, Indiana Quadrangle map. It is located approximately 1.6 miles northwest of Columbus, Indiana. Flatrock River Bridge MP 40.19 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 mainline 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. Flatrock River Bridge MP 40.19 was designed in 1897. The design of Flatrock River Bridge MP 40.19 is known as “Pin-Connected Pratt Truss.” Pin-connected Pratt through truss bridges were commonly used for railway structures on spans of 125 - 200 feet built between 1890 and 1920. The design style is only considered significant because of its simplicity and low cost.

The original two truss spans and supporting substructure 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 19<sup>th</sup> century. The piers and abutments were built of stone masonry on spread footings, excepting the two main span support piers (Pier 1 and Pier 2), which are supported on 20 foot long timber pile foundations. The 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.

## Flatrock River Bridge MP 40.19

### Statement of Significance

Flatrock River Bridge MP 40.19 was built in 1899, and is eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The metal structure is associated with the Madison and Indianapolis Railroad (M&I), Indiana's first publically owned and funded railroad company. The bridge served as an important link for the M&I between the two cities and between commercial businesses located along the Ohio River and Indianapolis. The bridge design is known as "Pin-Connected Pratt Through-Truss," which was a commonly used design for railway structures on spans with lengths ranging from 125-200 feet between the 1850's and 1920's. Metal truss bridges allowed railroad bridge engineers to construct longer spans to meet navigational requirements and to reduce the number of piers, which was the single most expensive part of crossing a major waterway.<sup>1</sup> The Pratt was the most popular metal truss found in nineteenth century America.<sup>2</sup> Indiana has over 350 Pratt through-truss spans still in existence, of which three-fourths are pinned.<sup>3</sup> The bridge has been altered from its original appearance as a result of wear and changes in freight configuration.

Flatrock River Bridge MP 40.19 was originally built in 1899 over the Flatrock River to carry the Madison and Indianapolis Railroad (M&I) line. The M&I Railroad Company stemmed from the internal improvement movement during the early nineteenth century to expand trade and settlement throughout the Northwest Territory. At the time, Central Indiana lacked any navigable waterways, thus, necessitating an alternative to the popular and expensive canal building that was to expand north of the Ohio River.<sup>4</sup> Mandated by Indiana's 1836 Internal Improvement Act, construction began on the Madison and Indianapolis Railroad in 1837. The City of Madison was chosen because it was the closest river point to the small settlement of Indianapolis.<sup>5</sup> The creation of the M&I Railroad was a significant point in Indiana's state history because it allowed for efficient and dependable movement of goods and people across the state. The M&I Railroad was Indiana's first state-financed railroad and launched the railroad age in Indiana.<sup>6</sup>

In 1837 work started on the line northwestward from North Madison and on the Madison Hill, rising 413 feet through the Ohio River escarpment to the relatively level terrain a mile north of town.<sup>7</sup> There was no direct way to get the railroad out of Madison except by means of an inclined plane. The result was a slope with a rise of 113 feet per mile or the equivalent of an average grade of 5.89 percent and it would attain a length of 7,012 feet.<sup>8</sup> This part of tracks became known as

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<sup>1</sup> James L. Cooper, *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*, (Greencastle, DePauw University, 1987), 5.

<sup>2</sup> James L. Cooper, *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*, (Greencastle, DePauw University, 1987), 55.

<sup>3</sup> James L. Cooper, *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*, (Greencastle, DePauw University, 1987), 55.

<sup>4</sup> Christopher Rund, Fred W. Frailey, and Eric Powell, *America's New Regional Railroad: The Indiana Rail Road Company*, (Bloomington: Indiana University Press, 2012), 26.

<sup>5</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 9.

<sup>6</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 1.

<sup>7</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 9.

<sup>8</sup> Madison-Jefferson County Public Library and Jefferson County Historical Society, "River to Rail: The Rise and Fall of River and Rail Transportation in Madison, IN," *Jefferson County Public Library*, 2006-2007, access Oct 21, 2013, <http://mjcpl.org/rivertorail/buildingtherailroad/constructing-the-incline>.

## Flatrock River Bridge MP 40.19

“the incline” or “the cut” and is the steepest incline of any standard gage, line-haul railroad track in the country.<sup>9</sup>

On June 1, 1841, the line was completed 27.8 miles north of Madison, Indiana.<sup>10</sup> Another 28 miles of railroad was laid by 1842, but by that time the Madison and Indianapolis became too costly to remain a state-financed railroad. The state funded Madison and Indianapolis was turned over in February 1843 to a newly formed private Madison and Indianapolis (M&I) Railroad Company.<sup>11</sup> Indiana continued construction of the M&I railroad for eight years. The M&I was Indiana’s first intercity railroad stretching 86-miles from Madison to Indianapolis (via Columbus). Completed in 1847, the M&I was the first line to connect Indianapolis to the Ohio River, and was Indiana’s first steam powered railroad trains.<sup>12</sup> The M&I was also one of the five principle railroads associated with the nation’s first Union Depot, built in 1853.<sup>13</sup>

During the construction of the Madison and Indianapolis Railroad, the Jeffersonville Railroad, which ran its first train in 1850, reached Columbus in 1852. The two railroads merged in 1866 to form the Jeffersonville, Madison & Indianapolis Railroad (JM&I). The JM&I became part of the Pennsylvania Railroad (PRR) system in 1890, when it was acquired by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company—fondly known as the “Panhandle” or PCC&StL.<sup>14</sup> Later, the PCC&StL Railway was merged on January 1, 1917 with the Vandalia and other PRR controlled lines to form a new PCC&StL Railroad.<sup>15</sup> On March 26, 1921, the PRR consolidated its operations by formally leasing the properties of the PCC&StL, as well as the GR&I and other Constituent Roads.<sup>16</sup>

At its height, the PRR was a combination of some 800 railroads, and had a proud history that included the first steel rails and rolling stock, air brakes, and two way train radio. Pennsylvania’s Indianapolis Division was especially busy during World War II, carrying troops and military equipment from Camp Atterbury, which was named for Hoosier William Wallace Atterbury who was PRR president from 1925-1935.

The Pennsylvania and New York Central Railroads merged in 1968 to form Penn Central, which went bankrupt in 1970. The Conrail Railroad became the successor to the Penn Central Railroad in 1976. The Conrail Railroad sold its Indianapolis-Louisville main line to the Louisville & Indiana Railroad in 1994. It was through railroads that prosperity was brought to Indianapolis, which emerged as the first major city in the United States whose growth depended entirely on railroads rather than water transportation.<sup>17</sup>

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<sup>9</sup> National Park Service, “Madison Railroad Incline Cut,” *Discover Our Shared Heritage Travel Itinerary: Madison, Indiana*, access Oct 28, 2013, [http://www.nps.gov/history/nr/travel/madison/Madison\\_Railroad\\_Incline\\_Cut.html](http://www.nps.gov/history/nr/travel/madison/Madison_Railroad_Incline_Cut.html).

<sup>10</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 10.

<sup>11</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 114.

<sup>12</sup> Christopher Rund, Fred W. Frailey, and Eric Powell, *America’s New Regional Railroad: The Indiana Rail Road Company*, (Bloomington: Indiana University Press, 2012), 26.

<sup>13</sup> Christopher Rund, Fred W. Frailey, and Eric Powell, *America’s New Regional Railroad: The Indiana Rail Road Company*, (Bloomington: Indiana University Press, 2012), 87.

<sup>14</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 114.

<sup>15</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 114.

<sup>16</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 114.

<sup>17</sup> Richards S. Simons and Francis H. Parker, *Railroads of Indiana*, (Bloomington: Indiana University Press, 1997), 15.

## **Flatrock River Bridge MP 40.19**

The existing Flatrock River Bridge MP 40.19 restricts operations to speeds of 10 miles per hour (mph) and limits car weights to 263,000 pounds per gross weight on rail (GWOR). Further, Flatrock River Bridge MP 40.19 does not meet the criteria from the Manual of Railway Engineering published by the American Railway Engineering and Maintenance-of-Way Association (AREMA) for handling 286,000 pound GWOR at the speed up to 60 mph. Most of the existing truss bridge elements are over 100 years old and are suffering from steel fatigue and corrosion. The original bridge has had numerous repairs to broken and deteriorated parts since its construction in 1899. 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. The 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 round rods. As a result, the bridge does not retain its integrity to design, material or workmanship. The bridge does, however, retain its location, feeling and association.

## Flatrock River Bridge MP 40.19

### Bibliography

Cooper, James L. *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*. Greencastle: DePauw University, 1987.

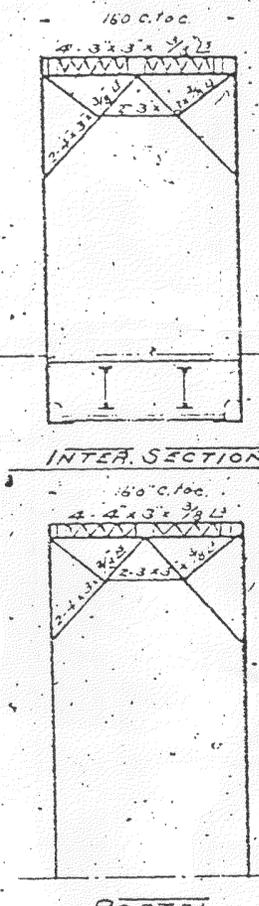
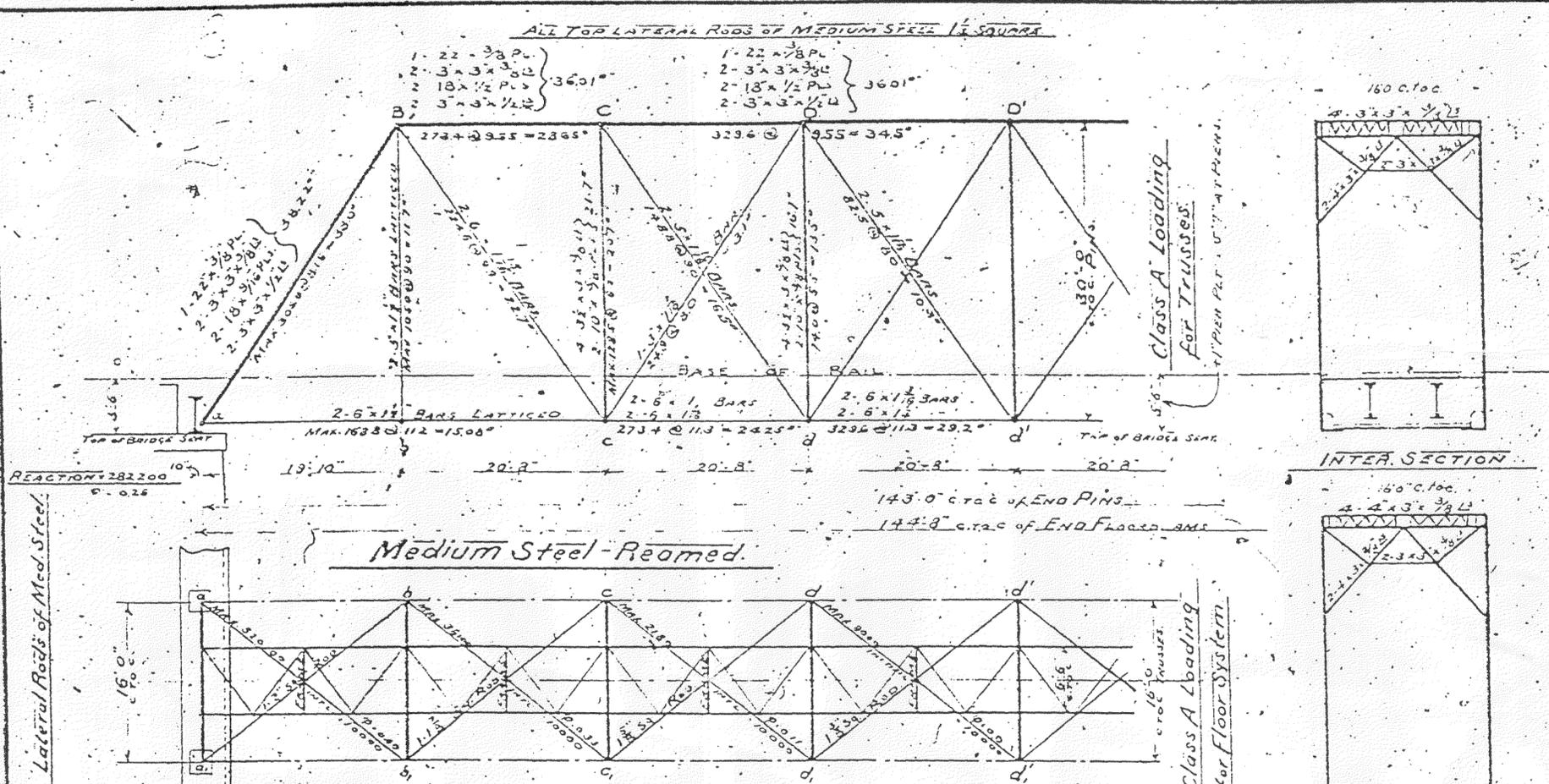
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National Park Service. "Madison Railroad Incline Cut." *Discover Our Shared Heritage Travel Itinerary: Madison, Indiana, available online:* [http://www.nps.gov/history/nr/travel/madison/Madison\\_Railroad\\_Incline\\_Cut.html](http://www.nps.gov/history/nr/travel/madison/Madison_Railroad_Incline_Cut.html). Accessed 22 October 2013.

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Simons, Richard S. and Francis H. Parker. *Railroads of Indiana*. Bloomington and Indianapolis: Indiana University Press, 1997.

# 1899 Original Bridge Drawings



Stress Sheet per Truss.

NAME	DEAD LOAD PER LINEAL FOOT OF TRACK	LIVE LOAD OF 5000 LBS. PER 50000 LB. CONCENTRATED WEIGHT	ADDITIONAL STRESS PER TRUSS	MAX. LIVE LOAD STRESS PER TRUSS	MAX. STRESS	MIN. STRESS	RATIO MIN/MAX
a <sub>2</sub>	42000	118500	8300	125300	+168300	+42000	0.249
b <sub>2</sub>	42000	118500	8300	125300	+158300	+42000	0.249
cd	71200	202200	—	202200	+273400	-71200	0.260
cd'	85800	243800	—	243800	+323500	+85300	0.260
BC	71200	202200	—	202200	-273400	-71200	0.260
CD	85800	243800	—	243800	-323600	-85800	0.150
DD'	85800	243800	—	243800	-323500	-85300	0.260
a <sub>1</sub> b	75700	215200	15000	230200	-305300	-75700	0.247
Cc	27000	89000	12500	101500	-128500	-27000	0.211
Dd	6000	55500	12500	68000	-74000	-6000	0.081
B <sub>1</sub> b	15000	77500	12500	90000	+105000	+15000	0.142
B <sub>2</sub> c	51100	153500	15000	173500	+224600	+23100	0.104
Cd	25800	108200	15000	123200	+148300	0	0
Dd'	—	67500	15000	82500	+82500	0	0
D' <sub>1</sub> c'	-25600	35500	15000	50500	+42400	0	0
C' <sub>1</sub> b'	51100	13000	15000	28000	-23100	—	—

All Field Rivets of Wrought Iron  
All Holes reamed.

**ASSUMED LOADING:** DEAD LOAD 2000 LBS. PER LIN. FOOT OF TRACK.  
LIVE LOAD 5000 PLUS 50000 LBS. CONCENTRATED WEIGHT

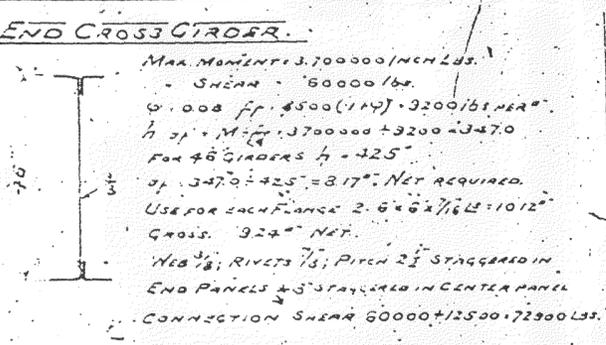
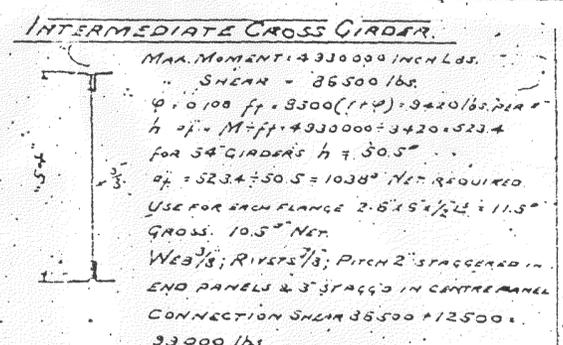
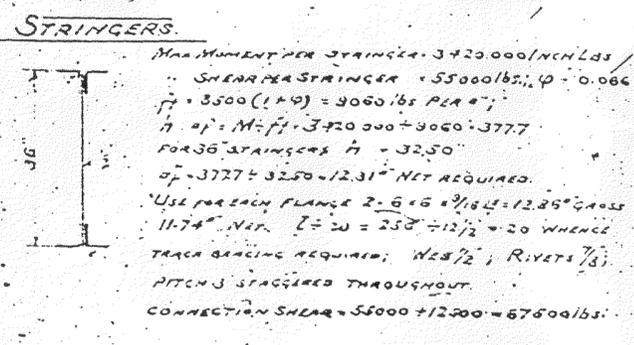
**LATERAL BRACING:** BOTTOM CHORD DEAD 200 LBS. PER LIN. FOOT LIVE 3000 LBS. PER LIN. FOOT  
TOP CHORD 100

**TENSION PLATES & SHAPES:** 3500 (1 1/4), ROLLED BARS 9000 (1 1/4); FLOOR BEAM HANGERS, PLATES & SHAPES 7000 (1 1/4); FLOOR BEAM HANGERS, SUSPENDERS & LOUTERS ROLLED BARS 3000 (1 1/4); WIND BRACING, SQUARES 12000 (1 1/4); CENTRIFUGAL FORCE, TRACTION BRACING & SWAY FRAMES, SQUARES 11000 (1 1/4).

**COMPRESSION:** GENERAL FORMULA  $\frac{L}{r} = \text{VALUE OF LENGTH TO LEAST RAD. OF GYRATION } (9000 - 40 \frac{L}{r})(1 + \phi)$   
 $\frac{L}{r} = \frac{9000 - 103 \frac{L}{r}}{(9000 - 108 \frac{L}{r})(1 + \phi)}$   
LATERAL STRUTS  $(11500 - 32 \frac{L}{r})(1 + \phi)$

**SHEARING:** ON SHAP RIVETS 5500 (1 1/4); BEARING ON SHAP RIVETS 11000 (1 1/4)  
ON IRON FIELD RIVETS 4000 (1 1/4); BEARING ON IRON FIELD RIVETS 3000 (1 1/4)  
ON PINS 6000 (1 1/4); BEARING ON PINS 12000 (1 1/4); BENDING ON PINS (15000 (1 1/4))

FLOOR SYSTEM FOR CLASS A LOADING: 5000 LBS PER LIN. FT. OF TRACK PLUS 50000 LBS. CONCENTRATED WEIGHT.



STANDARD FLOOR SYSTEM PENNA. LINES WEST OF PITTSBURGH SOUTH WEST SYSTEM  
SPECIFICATIONS FOR RAILWAY BRIDGES, PENNA. LINES WEST OF PITTSBURGH APRIL 1897.

STRESS SHEET AND FLOOR SYSTEM CALCULATIONS.  
SAME AS FOR BR. NO. 57 FURNISHED BY P.C.C. & ST.L. RY. CO.

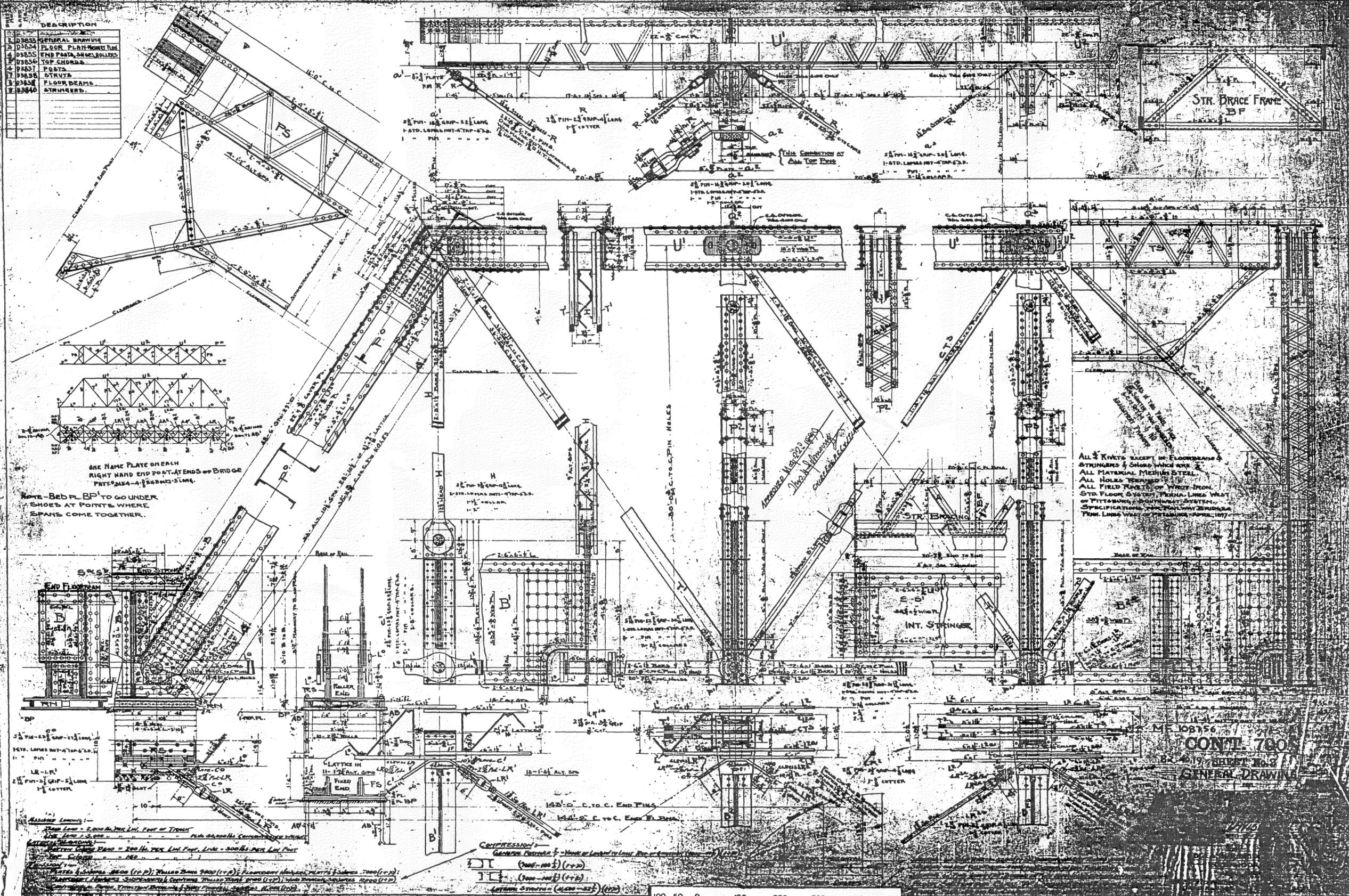
APPROVED  
Theo. Johnson  
Chief Engr.

P.C.C. & ST.L. RY.  
BRIDGE NO. 20.  
LOUISVILLE DIVISION.  
OVER FLATROCK CREEK NEAR COLUMBUS, IND.  
PIN CONNECTED THROUGH SPAN  
TWO SPANS 143' 0" C.T.C. OF END PINS.  
SUBMITTED BY  
EDGE MOOR BRIDGE WORKS.  
EDGE MOOR, DEL.  
APRIL 21, 1899.



DRAWING NO. 11327.

NO.	DESCRIPTION
1	GENERAL DRAWING
2	FLGR. PLANT MOUNTING
3	END POSTS, SHOE ROLLERS
4	TOP CHORDS
5	POSTS
6	STRUTS
7	FLOOR BEAMS
8	STRINGERS

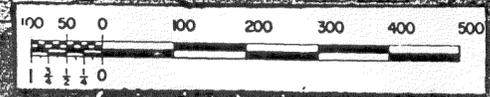


SEE NAME PLATE ON EACH RIGHT HAND END POST AT ENDS OF BRIDGE  
 PATENT 2154-A-183503-2154

NOTE - BED PL. BP TO GO UNDER SHOES AT POINTS WHERE SPANS COME TOGETHER.

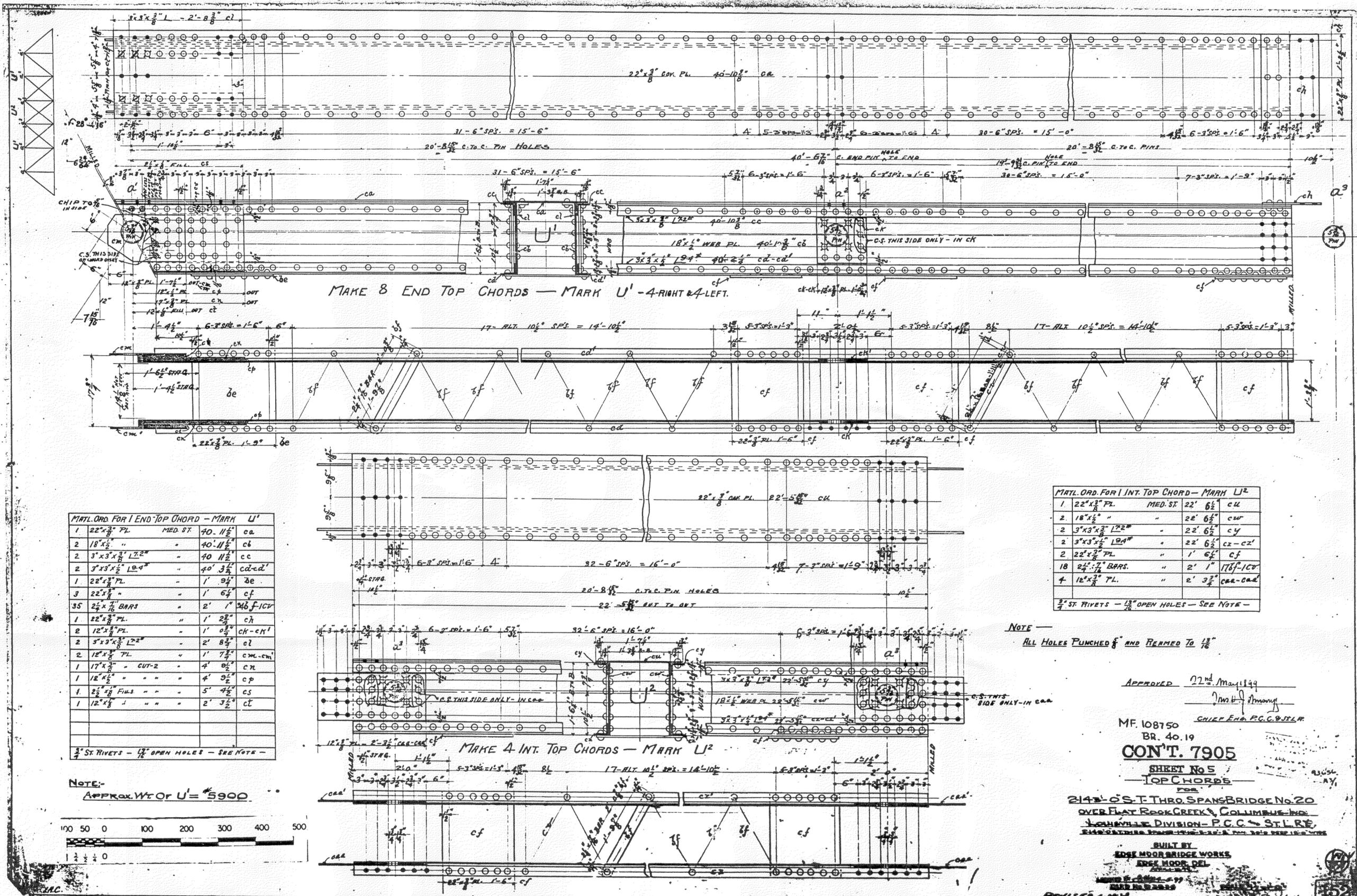
ALL KNOTS EXCEPT IN FLOOR BEAMS & STRINGERS & SHOE ROLLERS ARE 2  
 ALL MATERIAL MEDIUM STEEL  
 ALL FIELD PARTS OF WHITE IRON  
 STD. FLOOR & SHOE ROLLERS SHALL BE OF PITTSBURGH STEEL CO. SPECIFICATIONS, P. 100, RAILWAY BRIDGE  
 TRUSS LINE, VOL. 1, PITTSBURGH, APRIL, 1917

CONT. 760  
 SHEET NO. 3  
 GENERAL DRAWING



24X

93656



MAKE 8 END TOP CHORDS — MARK U<sup>1</sup> — 4-RIGHT & 4-LEFT.

MAKE 4 INT. TOP CHORDS — MARK U<sup>2</sup>

MATL. ORD. FOR 1 END TOP CHORD — MARK U<sup>1</sup>

1	22" x 3/8" PL	MED. ST.	40'-11 1/2"	ca
2	18" x 1/2"	"	40'-11 1/2"	cb
2	3" x 3" x 3/8" L2S	"	40'-11 1/2"	cc
2	3" x 3" x 3/8" L2S	"	40'-3 1/2"	cd-cd'
1	22" x 3/8" PL	"	1'-9 1/2"	de
3	22" x 3/8" PL	"	1'-6 1/2"	cf
35	2 1/2" x 7/8" BARS	"	2'-1"	46 f-1CV
1	22" x 3/8" PL	"	1'-2 1/2"	ch
2	12" x 3/8" PL	"	1'-0 1/2"	ch-cm'
2	3" x 3" x 3/8" L2S	"	2'-8 1/2"	cl
2	12" x 3/8" PL	"	1'-7 1/2"	cm-cm'
1	17" x 3/8" PL	CUT-2	4'-0 1/2"	cn
1	12" x 1/2" PL	"	4'-9 1/2"	cp
1	2 1/2" x 7/8" BARS	"	5'-4 1/2"	cs
1	12" x 3/8" PL	"	2'-3 1/2"	cl

3/4" ST. RIVETS — 1 1/2" OPEN HOLES — SEE NOTE —

MATL. ORD. FOR 1 INT. TOP CHORD — MARK U<sup>2</sup>

1	22" x 3/8" PL	MED. ST.	22'-6 1/2"	cu
2	18" x 1/2"	"	22'-6 1/2"	cw
2	3" x 3" x 3/8" L2S	"	22'-6 1/2"	cy
2	3" x 3" x 3/8" L2S	"	22'-6 1/2"	cz-cz'
2	22" x 3/8" PL	"	1'-6 1/2"	cf
18	2 1/2" x 7/8" BARS	"	2'-1"	46 f-1CV
4	12" x 3/8" PL	"	2'-3 1/2"	ca-cad

3/4" ST. RIVETS — 1 1/2" OPEN HOLES — SEE NOTE —

NOTE — ALL HOLES PUNCHED 1/8" AND REAMED TO 1/16"

APPROVED 22nd May 1949  
 J. H. Manning  
 CHIEF ENG. P.C.C. & ST.L.R.

MF. 108750  
 BR. 40.19

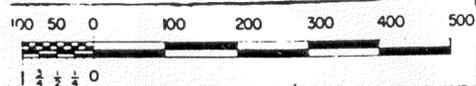
CONT. 7905  
 SHEET No 5  
 TOP CHORDS

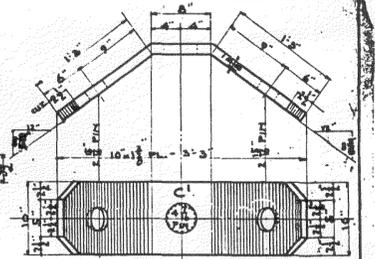
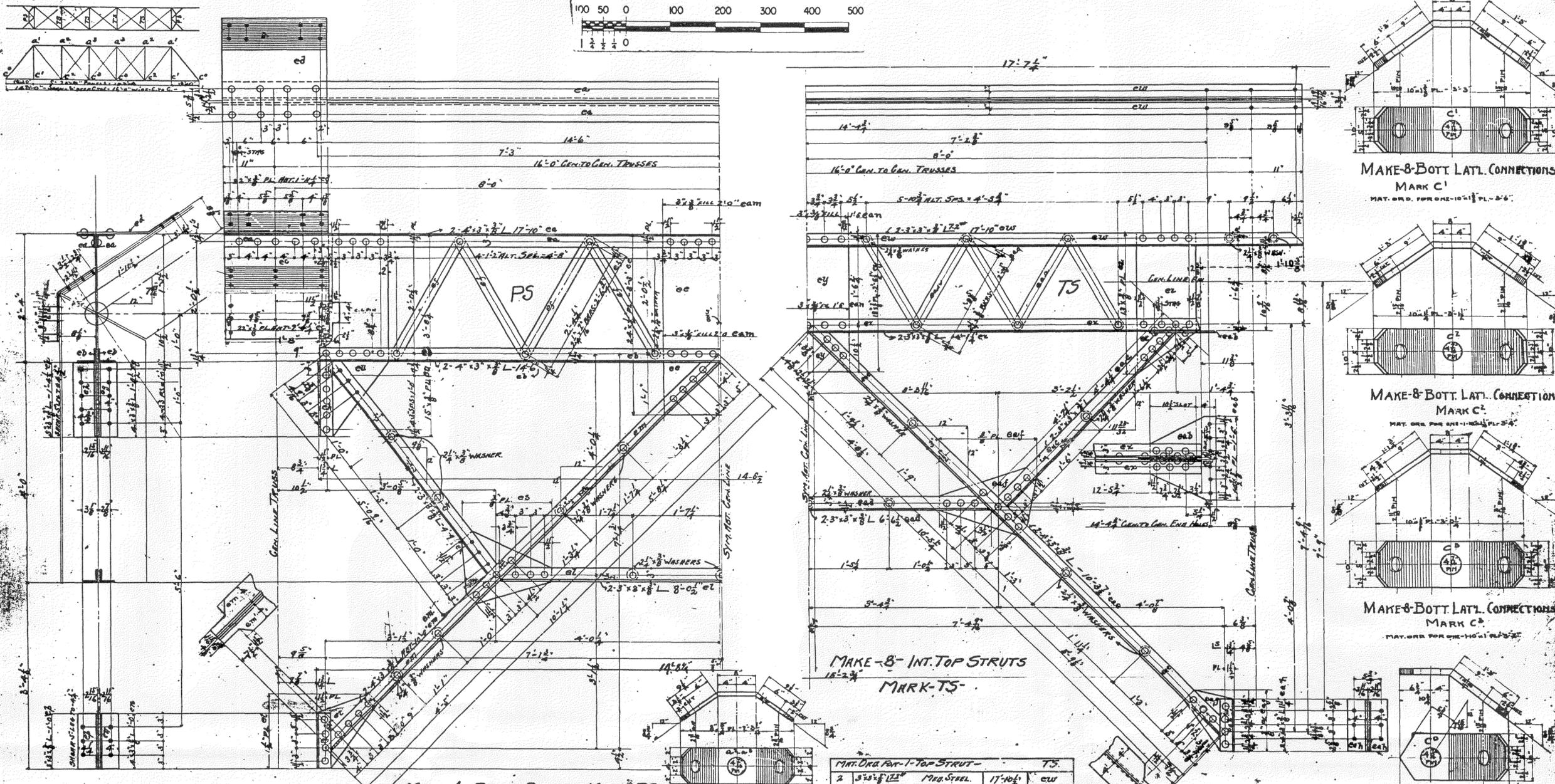
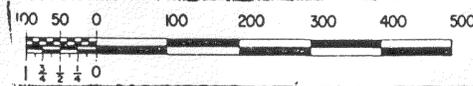
214'-6" S.T. THRO SPANS BRIDGE No. 20  
 OVER FLAT ROCK CREEK, COLUMBUS, IND.  
 LOUISVILLE DIVISION — P.C.C. & ST.L.R.

BUILT BY  
 EDGE MOOR BRIDGE WORKS  
 EDGE MOOR, DEL.

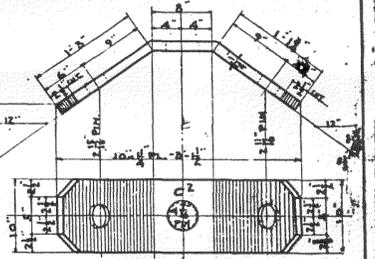
REVISED 4-29-49

NOTE: APPROX. WT. OF U<sup>1</sup> = 5900

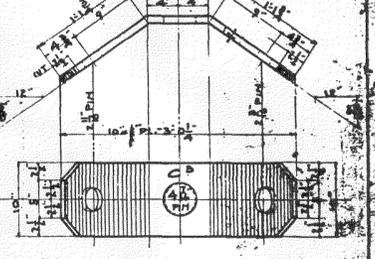




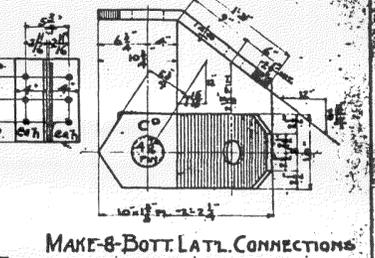
MAKE-8-BOTT LATL. CONNECTIONS  
MARK C1  
MAT. ORD. FOR ONE-10-11 PL-2-6



MAKE-8-BOTT LATL. CONNECTIONS  
MARK C2  
MAT. ORD. FOR ONE-10-11 PL-5-4



MAKE-8-BOTT LATL. CONNECTIONS  
MARK C3  
MAT. ORD. FOR ONE-10-11 PL-5-4



MAKE-8-BOTT LATL. CONNECTIONS  
MARK C4  
MAT. ORD. FOR ONE-10-11 PL-5-4

MAT. ORD. FOR 1 PORTAL STRUT - PS

QTY	DESCRIPTION	SIZE	LENGTH	MARK
2	4"x3"x1/2" LBS	MED. STEEL	17'-10 1/2"	oa
2	"	"	14'-6 1/2"	eb
2	22"x3" PL	"	2'-5 1/2"	ac
2	"	"	1'-11 1/2"	ed
1	24"x3" PL	"	3'-3 1/2"	ee
8	2 1/2"x7/8" ANGS	"	2'-7 1/2"	of
2	4"x3"x1/2" LBS	"	1'-4 1/2"	og
2	4"x3"x1/2" LBS	"	1'-4 1/2"	oh
2	3"x3"x1/2" LBS	"	4'-9 1/2"	oi
2	"	"	8'-0 1/2"	oj

MAT. ORD. FOR 1 PORTAL STRUT - CONT'D PS

QTY	DESCRIPTION	SIZE	LENGTH	MARK
4	4"x3"x1/2" LBS	MED. STEEL	10'-1 1/2"	om-eb
2	"	"	1'-0 1/2"	on
2	5"x3"x1/2" LBS	"	1'-0 1/2"	op
1	20"x3" PL CUTZ	"	2'-2"	os
1	14"x3" PL	"	1'-0"	ot
1	15"x3" PL	"	6'-6"	ou
15	2 1/2"x3/8" WASHERS	"	"	"
2	2 1/2"x3/8" WASHERS	"	2'-0 1/2"	ov-oi
2	3/8" STEEL RIVETS - 1/2" OPEN HOLES - SEE NOTE	"	"	"

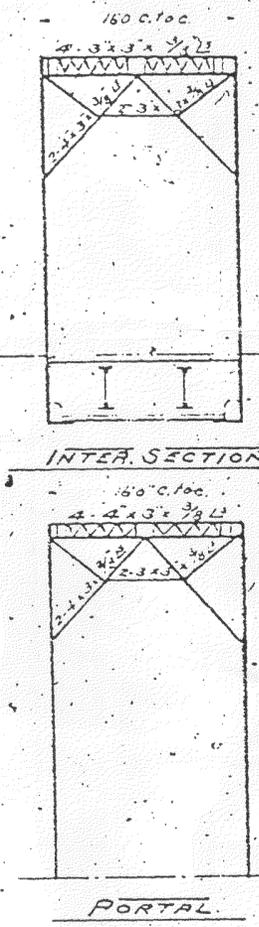
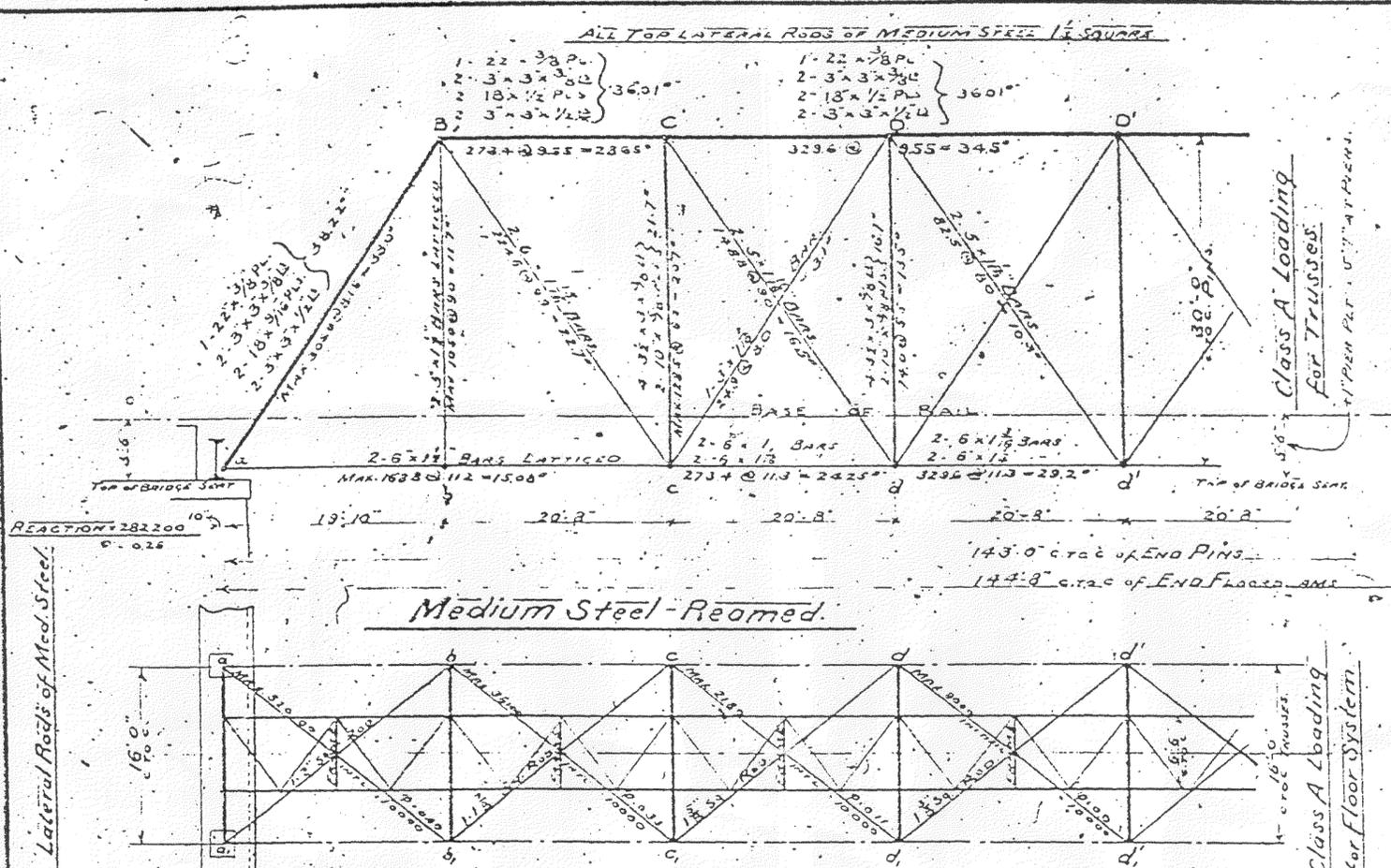
MAT. ORD. FOR 1 TOP STRUT - TS

QTY	DESCRIPTION	SIZE	LENGTH	MARK
2	3 1/2"x3/8" LBS	MED. STEEL	17'-10 1/2"	cw
2	3 1/2"x3/8" LBS	"	14'-1 1/2"	cx
1	18"x3" PL	"	2'-7"	cy
1	18"x3" PL CUTZ	"	4'-4 1/2"	cz
10	2 1/2"x3/8" ANGS - CUTZ	"	2'-0 1/2"	ca
2	1 1/2"x3" PL	MED. STEEL	1'-6 1/2"	cb
4	3 1/2"x3/8" LBS	"	4'-5"	cc
2	"	"	6'-6 1/2"	cd
4	4"x3"x1/2" LBS	"	10'-6"	ce
2	18"x3" PL	"	1'-0 1/2"	cf
1	10"x3" PL CUTZ	"	1'-4 1/2"	cg
4	4"x3"x1/2" LBS	"	11 1/2"	ch
4	2 1/2"x3/8" WASHERS	"	"	"
2	3/8" STEEL RIVETS	"	1'-6 1/2"	ci-oi

NOTE: ALL HOLES PUNCHED & AND REAMED TO FIT TOP & BOTTOM

APPROVED: *[Signature]*  
MAY 18 1899  
CHIEF ENG. P.C.C. & O.P.

MF. 108755  
BR. 40.19  
**CONT. 7905**  
SHEET No 7  
STRUTS  
7-143-0'S T-THRU SPANS BRIDGE No 20  
OVER FINE ROCK CREEK, COLUMBUS, IND.  
LOWVILLE DIVISION - P.C. AND ST. L.R.  
SULLIVAN  
EDGE MOOR BRIDGE WORKS  
EDGE MOOR, ILL.  
SCALE: 1" = 10'



Stress Sheet per Truss.

NAME	DEAD LOAD PER LINEAL FOOT OF TRACK	LIVE LOAD OF 5000 LBS. PER 50000 LBS. CONCENTRATED WEIGHT	ADDITION STRESS FOR SHOCK 50% OF Q	MAX. LIVE LOAD STRESS PER TRUSS	MAX. STRESS	MIN. STRESS	RATIO MIN MAX
a <sub>2</sub>	42000	118500	8300	125300	+168300	+42000	0.244
b <sub>c</sub>	42000	118500	8300	125300	+158300	+42000	0.243
cd	71200	202200	—	202200	+273400	-71200	0.260
cd'	85800	243300	—	243300	+323500	+85300	0.260
BC	71200	202200	—	202200	-273400	-71200	0.260
CD	85800	243300	—	243300	-323500	-85300	0.260
DD'	85800	243300	—	243300	-323500	-85300	0.260
a <sub>1</sub> b	75700	215200	15000	230200	-305300	-75700	0.297
Cc	27000	89000	12500	101500	-128500	-27000	0.211
Dd	6000	35500	12500	68000	-74000	-6000	0.081
B <sub>b</sub>	15000	77500	12500	90000	+105000	+15000	0.142
B <sub>c</sub>	51100	133500	15000	173500	+224600	+23100	0.104
Cd	25800	108200	15000	123200	+148300	0	0
Dd'	—	67500	15000	82500	+82500	0	0
D' <sub>c</sub>	-25600	35500	15000	50500	+424900	0	0
C' <sub>b</sub>	51100	13000	15000	28000	-23100	—	—

All Field Rivets of Wrought Iron  
All Holes reamed.

APPROVED *W. M. ...*

*W. M. ...*  
*Chas. ...*

ASSUMED LOADING: DEAD LOAD 2000 LBS. PER LIN. FOOT OF TRACK.  
LIVE LOAD 5000 PLUS 50000 LBS. CONCENTRATED WEIGHT.  
LATERAL BRACING: BOTTOM CHORD DEAD 200 LBS. PER LIN. FOOT LIVE 3000 LBS. PER LIN. FOOT  
TOP CHORD 100  
TENSION PLATES & SHAPES 3500 (1 1/4); ROLLED BARS 9000 (1 1/4); FLOOR BEAM HANGERS, PLATES & SHAPES 7000 (1 1/4); FLOOR BEAM HANGERS, SUSPENDERS & LOUTERS ROLLED BARS 3000 (1 1/4); WIND BRACING, SQUARES 12000 (1 1/4); CENTRIFUGAL FORCE, TRACTION BRACING & SWAY FRAMES, SQUARES 11000 (1 1/4);  
COMPRESSION GENERAL FORMULA  $\frac{L}{r} = \text{VALUE OF LENGTH TO LEAST RAD. OF GYRATION } (3000 - 40 \frac{L}{r}) (1 + \frac{L}{r})$   
 $(3000 - 103 \frac{L}{r}) (1 + \frac{L}{r})$   
 $(3000 - 108 \frac{L}{r}) (1 + \frac{L}{r})$   
LATERAL STRUTS  $(11500 - 32 \frac{L}{r}) (1 + \frac{L}{r})$   
SHEARING IN SHAP RIVETS 5500 (1 1/4); BEARING ON SHAP RIVETS 11000 (1 1/4)  
IN IRON FIELD RIVETS 4000 (1 1/4); BEARING ON IRON FIELD RIVETS 3000 (1 1/4)  
IN PINS 6000 (1 1/4); BEARING ON PINS 12000 (1 1/4); BENDING ON PINS (15000 (1 1/4))

FLOOR SYSTEM FOR CLASS A LOADING: 5000 LBS PER LIN. FT. OF TRACK PLUS 50000 LBS. CONCENTRATED WEIGHT.

STRINGERS.  
MAX. MOMENT PER STRINGER 3420000 INCH LBS.  
SHEAR PER STRINGER 55000 LBS.  $\frac{V}{A} = 0.066$   
 $\frac{V}{A} = 3500 (1 + \frac{V}{A}) = 9060 \text{ LBS PER } \frac{1}{2} \text{ IN.}$   
 $\frac{M}{I} = \frac{M}{I} = 3420000 + 9060 = 3777$   
FOR 36" STRINGERS  $h = 32.50$   
 $\frac{M}{I} = 3777 + 3250 = 12.31 \text{ NET REQUIRED.}$   
USE FOR EACH FLANGE 2-6" x 6" x 1/2" L<sub>12</sub> = 12.85" GROSS  
11.74" NET.  $I = 20 = 258 \frac{M}{I} = 12.31 = 20$  WHENCE  
TRACTION BRACING REQUIRED; WEB 1/2", RIVETS 7/8".  
PITCH 3" STAGGERED THROUGHOUT.  
CONNECTION SHEAR 55000 + 12200 = 67200 LBS.

INTERMEDIATE CROSS GIRDER.  
MAX. MOMENT 14330000 INCH LBS.  
SHEAR 86500 LBS.  
 $\frac{V}{A} = 0.108 \text{ PER } 8000 (1 + \frac{V}{A}) = 9420 \text{ LBS PER } \frac{1}{2} \text{ IN.}$   
 $\frac{M}{I} = \frac{M}{I} = 14330000 + 9420 = 5234$   
FOR 54" GIRDERS  $h = 45.50$   
 $\frac{M}{I} = 5234 + 505 = 10.38 \text{ NET REQUIRED.}$   
USE FOR EACH FLANGE 2-6" x 5 1/2" L<sub>12</sub> = 11.5" GROSS. 10.5" NET.  
WEB 3/8", RIVETS 7/8", PITCH 2" STAGGERED IN END PANELS & 3" STAGGERED IN CENTER PANEL.  
CONNECTION SHEAR 86500 + 12500 = 99000 LBS.

END CROSS GIRDER.  
MAX. MOMENT 13700000 INCH LBS.  
SHEAR 60000 LBS.  
 $\frac{V}{A} = 0.08 \text{ PER } 4500 (1 + \frac{V}{A}) = 3200 \text{ LBS PER } \frac{1}{2} \text{ IN.}$   
 $\frac{M}{I} = \frac{M}{I} = 13700000 + 3200 = 3470$   
FOR 48" GIRDERS  $h = 42.50$   
 $\frac{M}{I} = 3470 + 425 = 8.17 \text{ NET REQUIRED.}$   
USE FOR EACH FLANGE 2-6" x 6 1/2" L<sub>12</sub> = 10.12" GROSS. 9.24" NET.  
WEB 3/8", RIVETS 7/8", PITCH 2" STAGGERED IN END PANELS & 3" STAGGERED IN CENTER PANEL.  
CONNECTION SHEAR 60000 + 12500 = 72500 LBS.

STANDARD FLOOR SYSTEM PENNA. LINES WEST OF PITTSBURGH SOUTH WEST SYSTEM

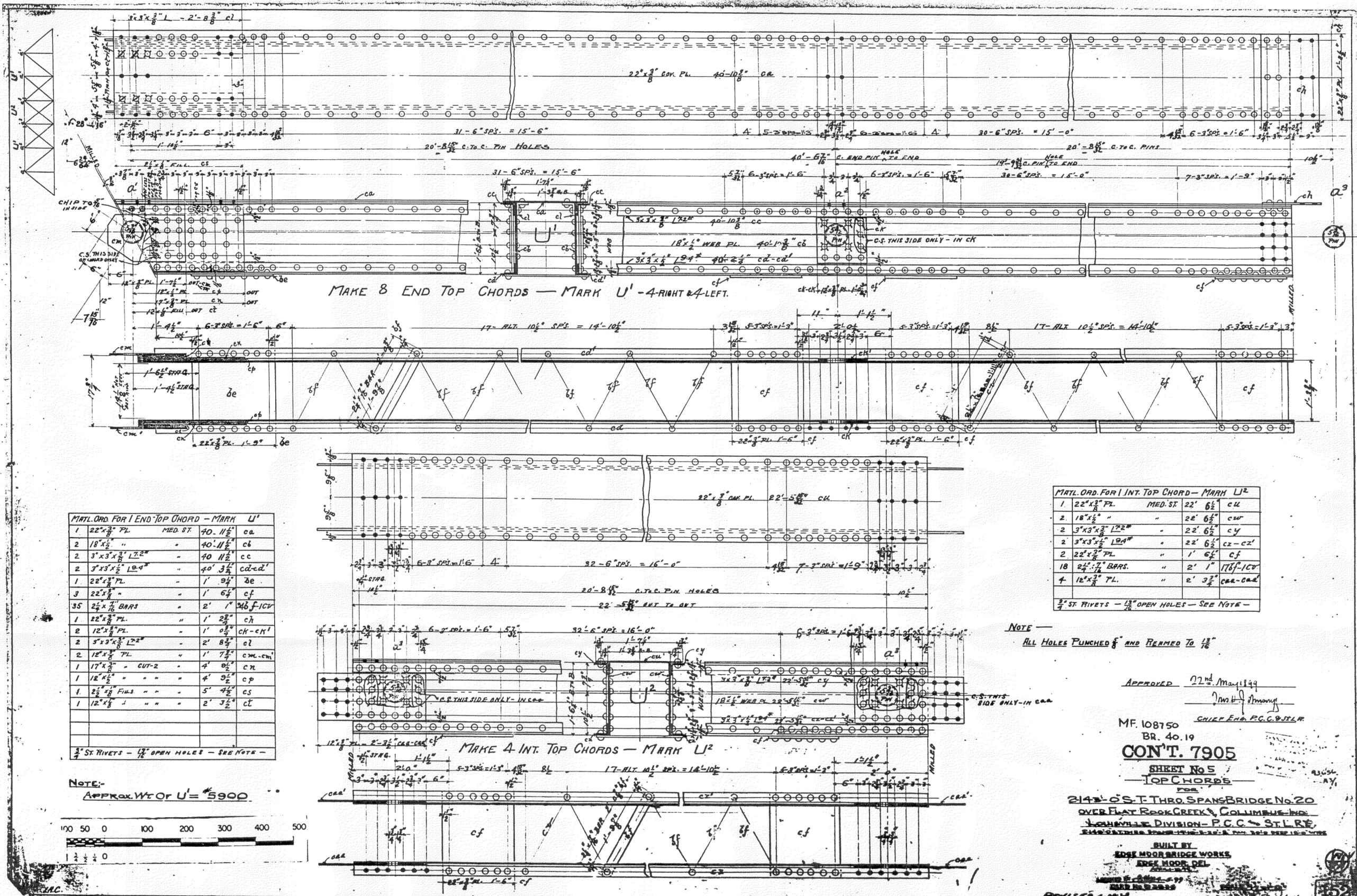
SPECIFICATIONS FOR RAILWAY BRIDGES, PENNA. LINES WEST OF PITTSBURGH APRIL 1897.

STRESS SHEET AND FLOOR SYSTEM CALCULATIONS.  
SAME AS FOR BR. NO. 57 FURNISHED BY P.C.C. & ST.L. RY. CO.

DRAWING NO. 11327.

P.C.C. & ST.L. RY.  
BRIDGE NO. 20.  
LOUISVILLE DIVISION.  
OVER FLATROCK CREEK NEAR COLUMBUS, IND.  
PIN CONNECTED THROUGH SPAN  
TWO SPANS 143'0" C.T.C. OF END PINS.  
SUBMITTED BY  
EDGE MOOR BRIDGE WORKS.  
EDGE MOOR, DEL.  
APRIL 21, 1899.





MAKE 8 END TOP CHORDS — MARK U<sup>1</sup> — 4-RIGHT & 4-LEFT.

MAKE 4 INT. TOP CHORDS — MARK U<sup>2</sup>

MATL. ORD. FOR 1 END TOP CHORD — MARK U<sup>1</sup>

1	22" x 3/8" PL	MED. ST.	40' 11 1/2"	ca
2	18" x 1/2"	"	40' 11 1/2"	cb
2	3" x 3" x 3/8" L <sup>2</sup>	"	40' 11 1/2"	cc
2	3" x 3" x 1/2" L <sup>2</sup>	"	40' 3 1/2"	cd-cd'
1	22" x 3/8" PL	"	1' 9 1/2"	de
3	22" x 3/8"	"	1' 6 1/2"	cf
35	2 1/2" x 7/8" BARS	"	2' 1"	46 f-100
1	22" x 3/8" PL	"	1' 2 1/2"	ch
2	12" x 3/8" PL	"	1' 0 1/2"	ch-cn'
2	3" x 3" x 3/8" L <sup>2</sup>	"	2' 8 1/2"	cl
2	12" x 3/8" PL	"	1' 7 1/2"	cm-cm'
1	17" x 3/8"	CUT-2	4' 0 1/2"	cn
1	12" x 1/2"	"	4' 9 1/2"	cp
1	2 1/2" x 7/8" FILLS	"	5' 4 1/2"	cs
1	12" x 1/2"	"	2' 3 1/2"	cl

3/4" ST. RIVETS — 1 1/2" OPEN HOLES — SEE NOTE —

MATL. ORD. FOR 1 INT. TOP CHORD — MARK U<sup>2</sup>

1	22" x 3/8" PL	MED. ST.	22' 6 1/2"	cu
2	18" x 1/2"	"	22' 6 1/2"	cw
2	3" x 3" x 3/8" L <sup>2</sup>	"	22' 6 1/2"	cy
2	3" x 3" x 1/2" L <sup>2</sup>	"	22' 6 1/2"	cz-cz'
2	22" x 3/8" PL	"	1' 6 1/2"	cf
18	2 1/2" x 7/8" BARS	"	2' 1"	176 f-100
4	12" x 3/8" PL	"	2' 3 1/2"	ca-cad

3/4" ST. RIVETS — 1 1/2" OPEN HOLES — SEE NOTE —

NOTE — ALL HOLES PUNCHED 1/8" AND REAMED TO 1/16"

APPROVED 22nd May 1949  
 J. H. J. J. J.  
 CHIEF ENG. P.C.C. & S.L.R.

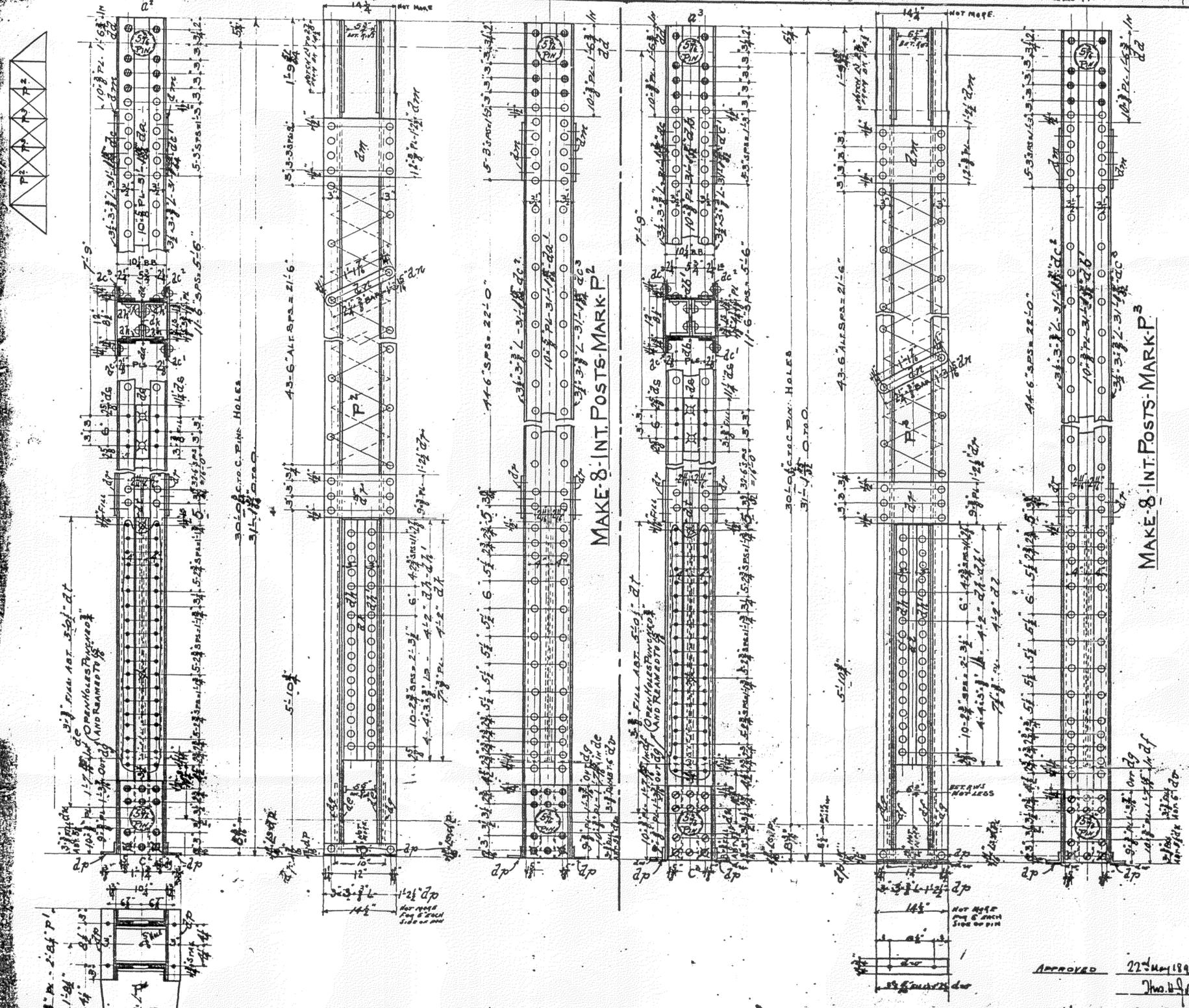
MF. 108750  
 BR. 40.19

CONT. 7905  
 SHEET No 5  
 TOP CHORDS

214'-6" S.T. THRO SPANS BRIDGE No. 20  
 OVER FLAT ROCK CREEK, COLUMBUS, IND.  
 LOUISVILLE DIVISION — P.C.C. & S.L.R.

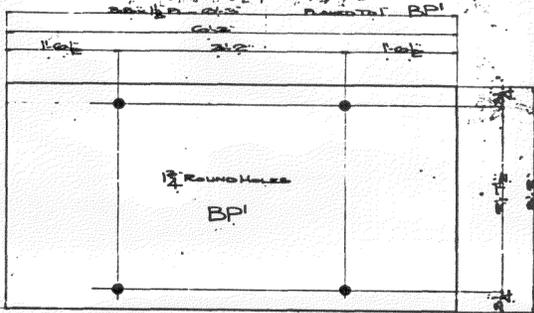
BUILT BY  
 EDGE MOOR BRIDGE WORKS  
 EDGE MOOR, DEL.

REVISED 4-29-49



MATERIALS FOR THE POST -		P2	P3
2	10" PLS - MED STEEL	31-1 1/2"	da-da'
2	10" PLS - "	31-1 1/2"	db-db'
4	3 1/2" x 3 1/2" PL	31-1 1/2"	dc-dc'
2	10" PLS - "	1-7"	dd-dd'
2	10" PLS - "	1-8 1/2"	de-de'
2	8" PLS - "	1-5 1/2"	df-df'
4	4" x 3" LBS	4-2"	dg-dg'
1	7" PL	4-2"	dh-dh'
1	7" PL	4-2"	di-di'
2	12" PLS	1-2 1/2"	dj-dj'
86	2 1/2" BARS	1-4 1/2"	dk-dk'
2	3" x 3" PL	1-2 1/2"	dl-dl'
2	3" x 3" PL	1-2 1/2"	dm-dm'
1	3" FILL	-1 1/2"	dn-dn'
1	" " "	5-0"	do-do'
1	" " "	-1 1/2"	dp-dp'
2	" " "	-6"	dq-dq'
2	3" x 4" "	1-2 1/2"	dr-dr'

NOTE-ALL HOLES PUNCHED AND REAMED TO UNLESS OTHERWISE MARKED

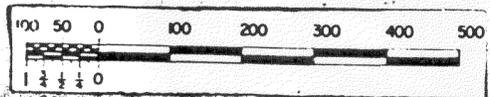


MAKE 2 BED PLATES-MARK BP  
MATERIALS FOR ONE  
1-2" x 4" PL - MED STEEL - G-5

MF. 108754  
BR. 40,19  
**CONT. 7905**  
SHEET No. 6  
INT. POSTS

APPROVED 22-May-1899  
Chas. H. [Signature]  
CHICAGO R.C.C. & I.C.C.

2142 S. ST. THRO. SPAN BRIDGE No. 20  
OVER S. ROCK CREEK, CHICAGO, ILL.  
DIVISION OF C.C. & I.C.C.



14X

# **2011 Bridge Modification Drawings**

**GENERAL NOTES:**

EXISTING STRUCTURE

DESIGN LOADS:  
 DEAD LOAD: 2000 LBS PER LIN. FOOT OF TRACK  
 LIVE LOAD: 5000 LBS PER LIN. FOOT OF TRACK PLUS 50,000 LBS CONCENTRATED WEIGHT  
 LATERAL BRACING, BOTTOM CHORD: DEAD - 200 LBS PER LIN. FOOT; LIVE - 300 LBS PER LIN. FOOT  
 TOP CHORD: DEAD - 150 LBS PER LIN. FOOT

MATERIAL:  
 STRUCTURAL PLATES & SHAPES - MEDIUM STEEL (11,000 PSI TENSION FOR SWAY FRAMES)  
 SHOP RIVETS \* MEDIUM STEEL (SHEAR \* 5500 PSI; BEARING - 11,000 PSI)  
 FIELD RIVETS \* WROUGHT IRON (SHEAR \* 4000 PSI; BEARING \* 8000 PSI)

NEW CONSTRUCTION

DESIGN AND CONSTRUCTION WILL BE IN ACCORDANCE WITH THE AREMA MANUAL FOR RAILWAY ENGINEERING, 2011, CHAPTER 15; AWS D1.1 STRUCTURAL WELDING CODE; AND AWS D1.5 BRIDGE WELDING CODE.

CLEARANCES: HORIZONTAL AND VERTICAL CLEARANCES WILL BE BASED ON AAR CLEARANCE PLATES H (DOUBLE-STACK CARS), J (STANDARD AUTORACKS), AND K (HI-TRILEVEL CARS) COMBINED FOR TANGENT TRACK CLEARANCE COMPOSITE WITH 6-INCH BUFFER INCLUDED).

DESIGN WIND LOAD: 50 PSF TIMES THE PROJECTED AREA OF THE UPPER HALF OF BOTH TRUSSES FOR MEMBERS AFFECTED BY THE ALTERATIONS TO THE SWAY FRAMES AND PORTALS (AREMA ARTICLE 1.3.8).

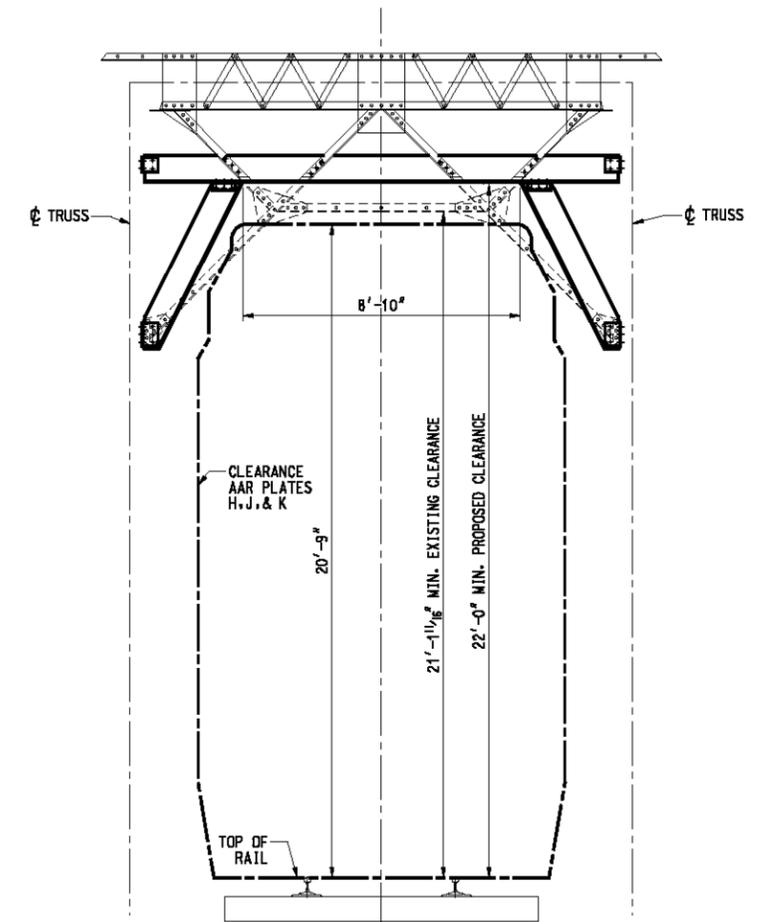
NEW MATERIAL: STRUCTURAL SHAPES AND PLATES - ASTM A 588, UNPAINTED. MATERIAL TO BE BLAST CLEANED TO REMOVE MILL SCALE.

CONNECTIONS: BOLTS - ALL BOLTS SHALL BE 3/4 INCH DIAMETER ASTM A 325, GALVANIZED, IN 1 5/16 INCH HOLES UNLESS NOTED OTHERWISE. HOLES SHALL BE DRILLED FULL SIZE OR SUB-DRILLED AND REAMED; FLAME CUT HOLES ARE NOT PERMITTED. SLOTTED HOLES MAY BE DOUBLE PUNCHED.  
 WELDING - USE E 7018 ELECTRODES OR EQUIVALENT. USE ONLY AWS PREQUALIFIED WELDING PROCEDURES. FIELD WELDING WILL NOT BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE ENGINEER.

PAINTING: PAINTING IS NOT REQUIRED.

SHOP DRAWINGS: PREPARE SHOP DRAWINGS AND/OR WORKING DRAWINGS AND SUBMIT TO THE ENGINEER FOR REVIEW.

CONSTRUCTION SEQUENCE: DO NOT REMOVE OR MODIFY MORE THAN ONE (1) SWAY FRAME OR PORTAL AT ANY TIME.



**SUMMARY OF CLEARANCE MODIFICATIONS**

**ESTIMATED QUANTITIES**

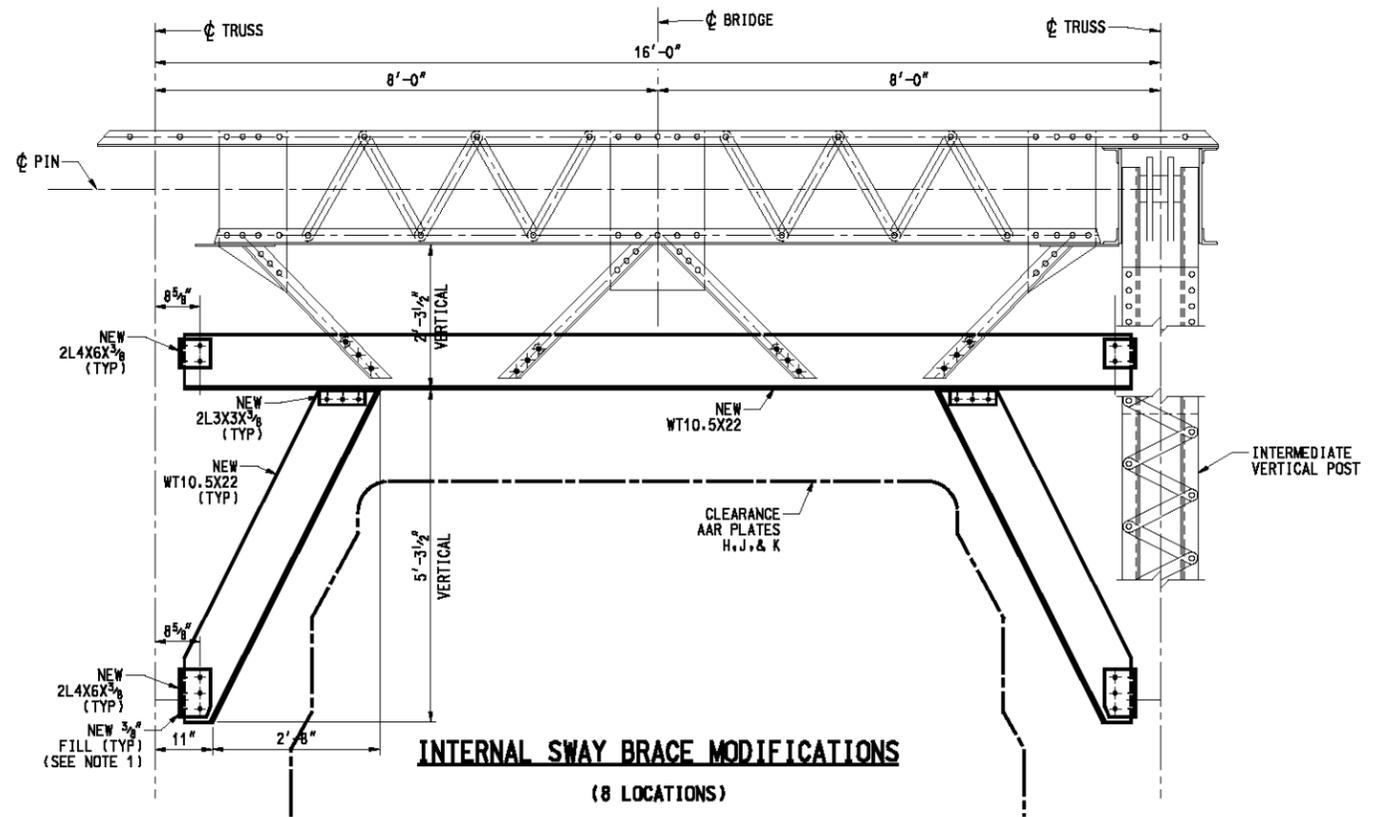
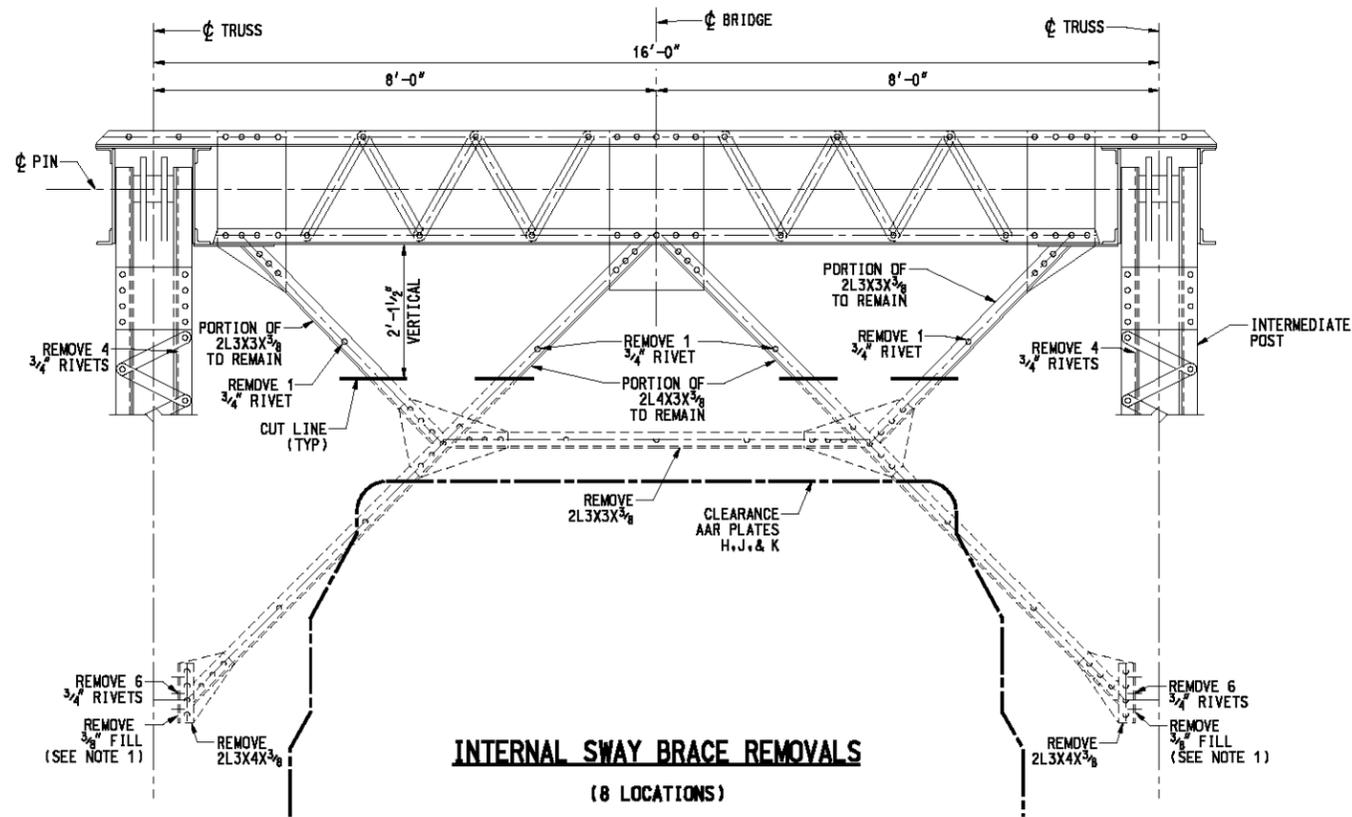
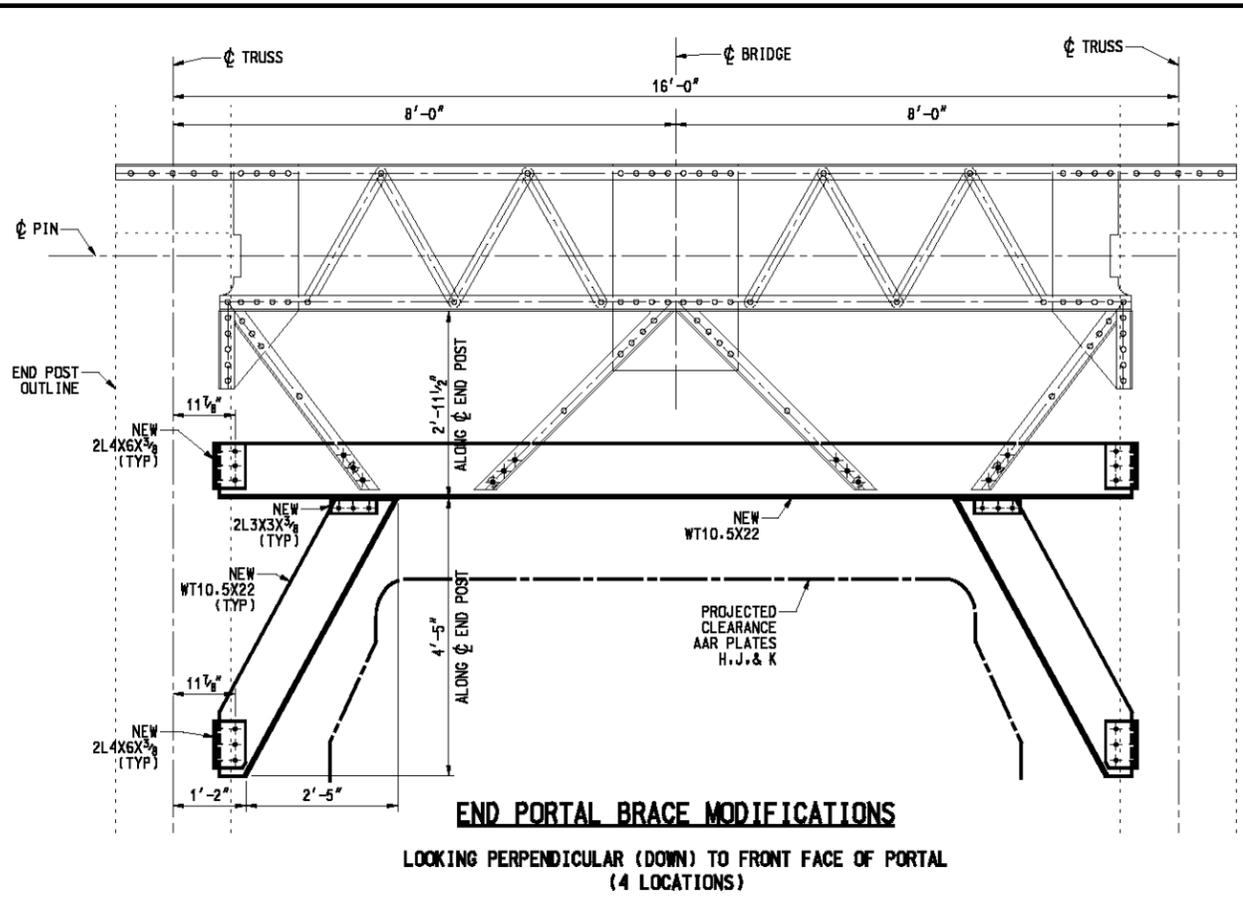
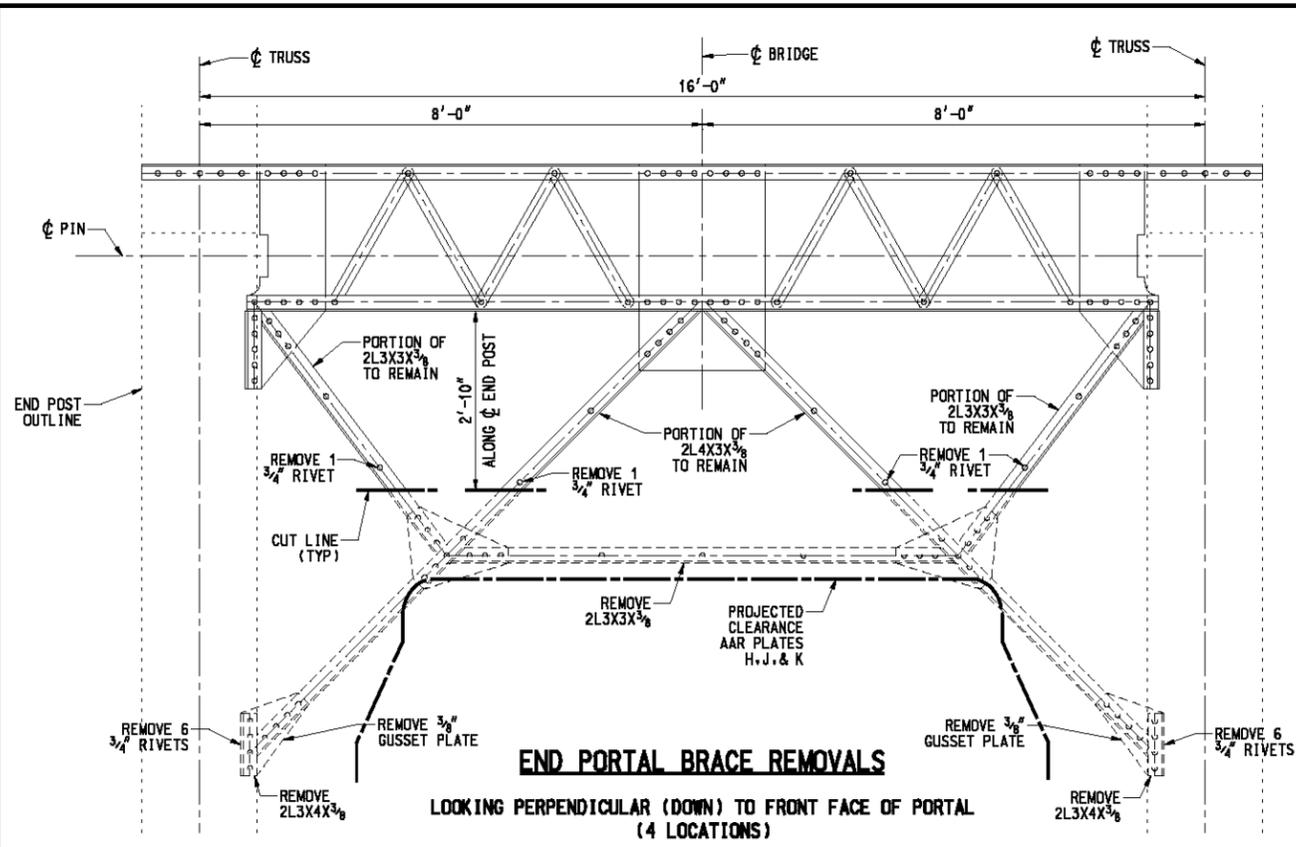
ITEM	UNIT	AMOUNT
STEEL REMOVAL	LB	5700
NEW STEEL	LB	8100
RIVET REMOVAL	EA	260

**BOLT LEGEND:**

- = EXISTING RIVET
- ⊕ = NEW BOLT WITH NEW HOLE
- ⊕ = NEW BOLT WITH EXISTING HOLE

DES:	AFU
DRAWN:	AFU
CHECK:	JDR
DATE:	9-15-11
AUTH:	
LINE SEG:	

LOUISVILLE & INDIANA RAILROAD  
 BRIDGE AT MP 40.19  
 NEAR COLUMBUS, INDIANA  
**SWAY FRAME & PORTAL MODIFICATIONS**  
 GENERAL NOTES



**NOTES:**

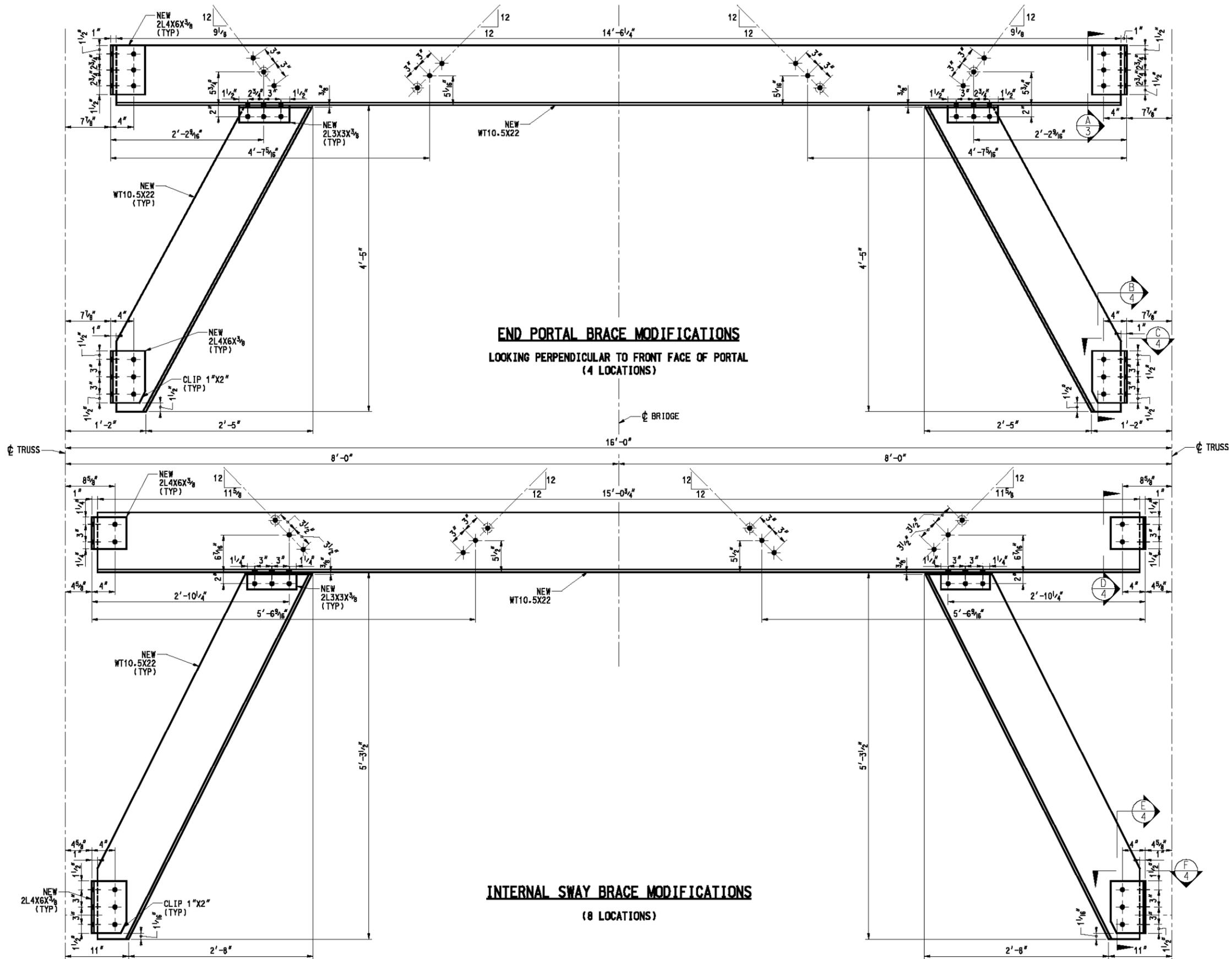
1. IF THE EXISTING FILL PLATE IS IN SATISFACTORY CONDITION, IT MAY REMAIN IN PLACE AND A NEW FILL PLATE IS NOT REQUIRED.

s:\02741.00\7000\_0th\_Serv\CADD\RRP-Portal & Sway - Rem & Mod.dgn



DES:	AFU
DRAWN:	AFU
CHECK:	JDR
DATE:	9-15-11
AUTH:	
LINE SEG:	

LOUISVILLE & INDIANA RAILROAD BRIDGE AT MP 40.19 NEAR COLUMBUS, INDIANA	
SWAY FRAME & PORTAL MODIFICATIONS REMOVALS AND MODIFICATIONS	
PLAN NO:	SHEET: 2



**END PORTAL BRACE MODIFICATIONS**  
LOOKING PERPENDICULAR TO FRONT FACE OF PORTAL  
(4 LOCATIONS)

**INTERNAL SWAY BRACE MODIFICATIONS**  
(8 LOCATIONS)

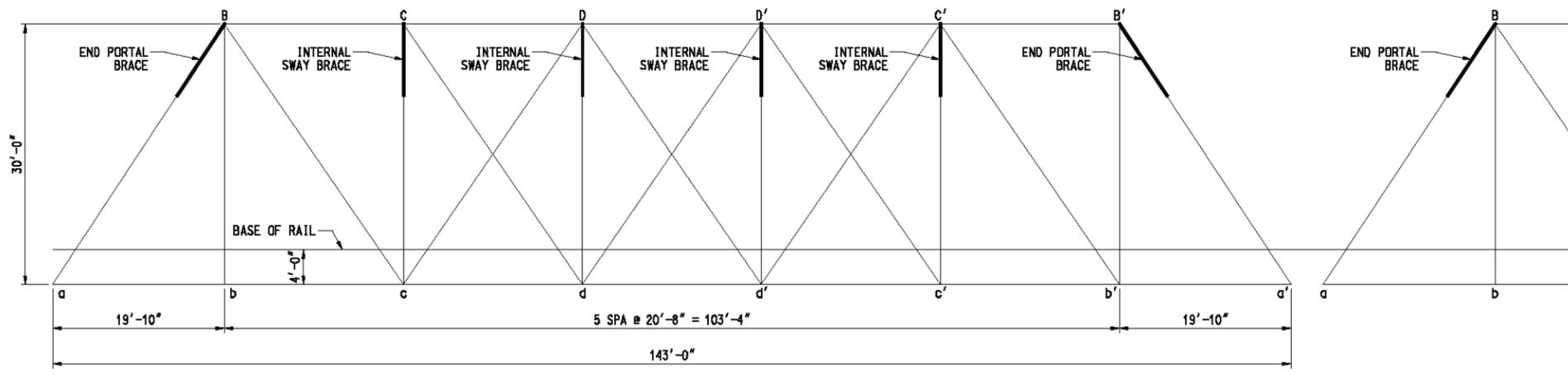
**NOTES:**

1. DIMENSIONS SHOWN BASED ON ORIGINAL DRAWINGS. FIELD VERIFY ALL DIMENSIONS.
2. USE HORIZONTAL SHORT SLOTS IN STEMS OF WTS AT ALL LOCATIONS WHERE WTS CONNECT TO EXISTING STEEL.

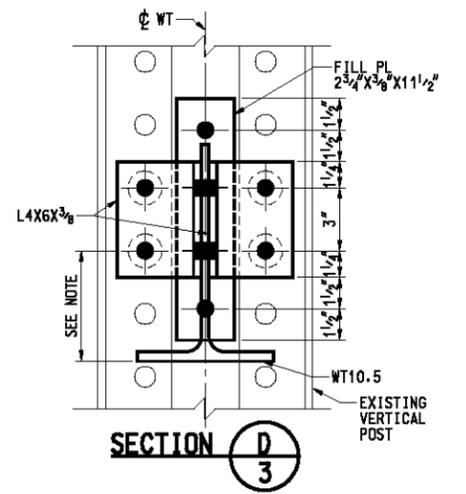
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DRAWN:	AFU
CHECK:	JDR
DATE:	9-15-11
AUTH:	
LINE SEG:	

LOUISVILLE & INDIANA RAILROAD  
BRIDGE AT MP 40.19  
NEAR COLUMBUS, INDIANA  
**SWAY FRAME & PORTAL MODIFICATIONS**  
**NEW STEEL DETAILS**

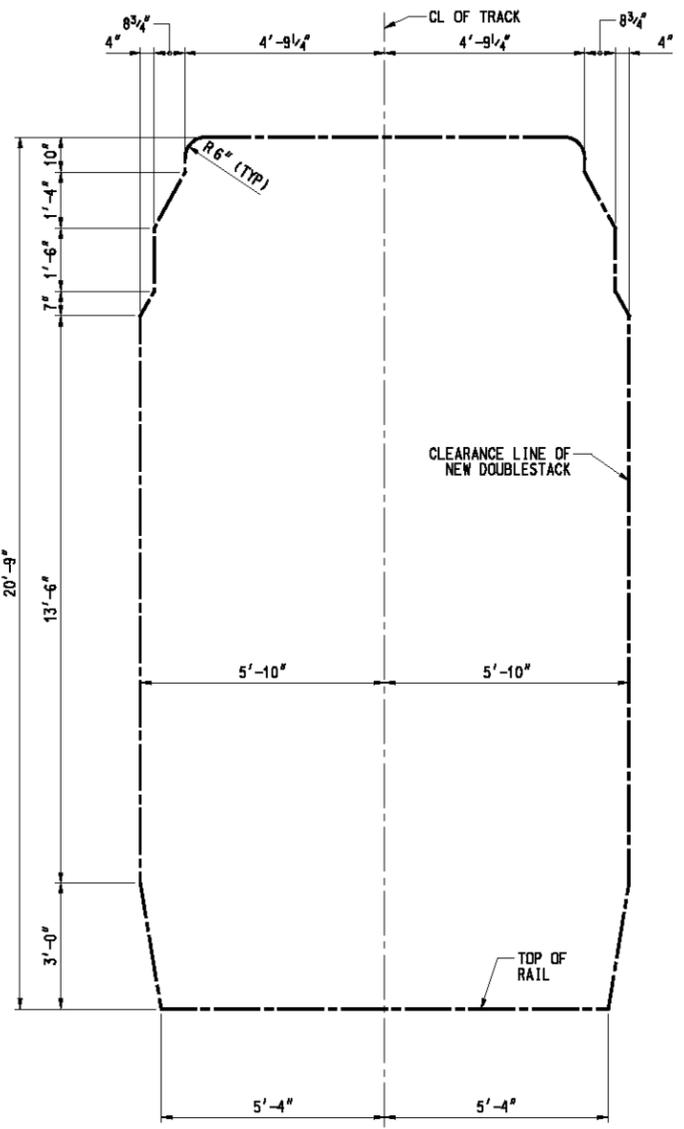
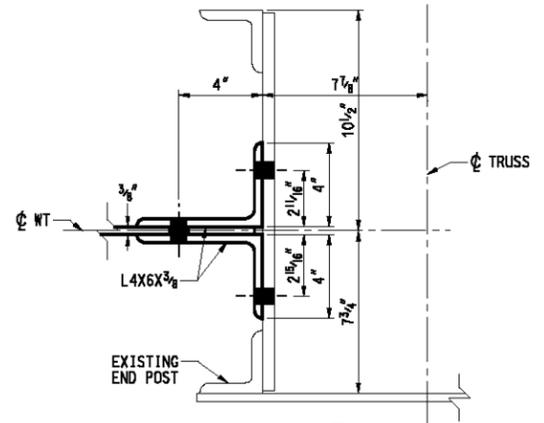
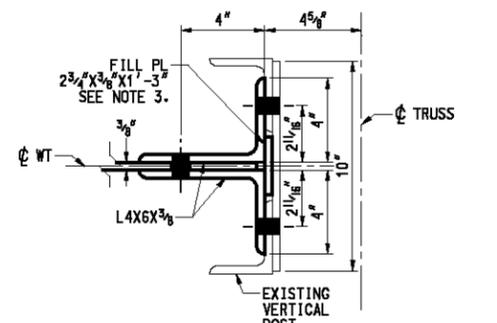
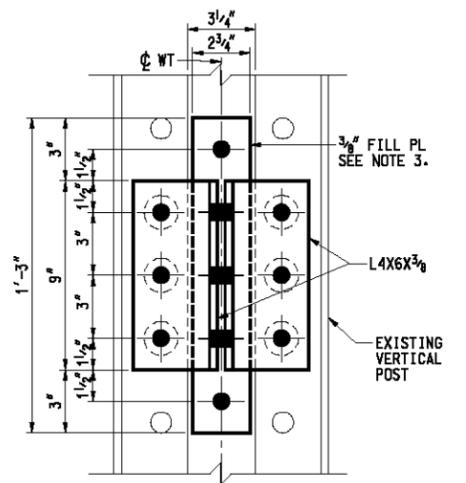
PLAN NO: SHEET: 3



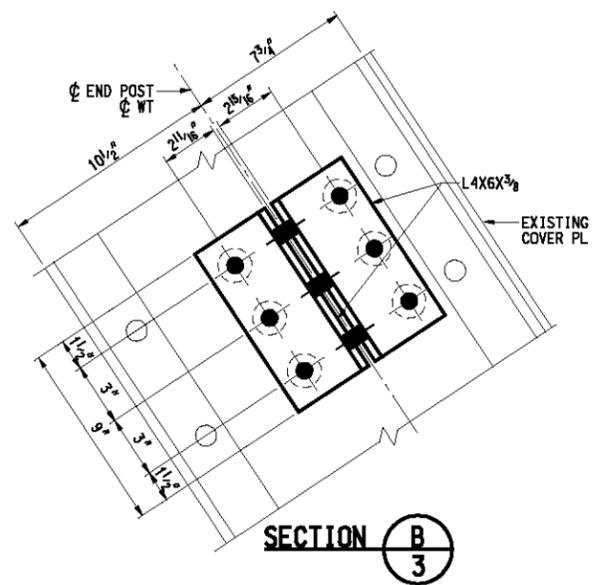
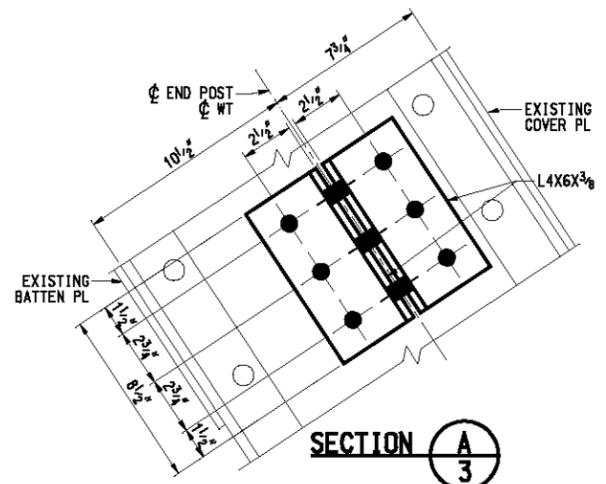
**TRUSS ELEVATION**



NOTE: THE LOCATION OF THE EXISTING RIVETS RELATIVE TO THE NEW WT IS UNKNOWN. FIELD DRILLING THE STEM OF THE WT MAY BE REQUIRED.



**CLEARANCE AAR PLATES H, J, & K**



**NOTES:**

1. DIMENSIONS SHOWN BASED ON ORIGINAL DRAWINGS. FIELD VERIFY ALL DIMENSIONS.
2. USE HORIZONTAL SHORT SLOTS IN STEMS OF WT@ ALL LOCATIONS WHERE WT@ CONNECT TO EXISTING STEEL.
3. IF THE EXISTING FILL PLATE IS IN SATISFACTORY CONDITION, IT MAY REMAIN IN PLACE AND A NEW FILL PLATE IS NOT REQUIRED.

DES:	AFU
DRAWN:	AFU
CHECK:	JDR
DATE:	9-15-11
AUTH:	
LINE SEG:	

LOUISVILLE & INDIANA RAILROAD BRIDGE AT MP 40.19 NEAR COLUMBUS, INDIANA <b>SWAY FRAME &amp; PORTAL MODIFICATIONS          DETAILS</b>	
PLAN NO:	SHEET: 4

# Sketch Map

Not to Scale

Newsome Ave.



Noblitt Park

Columbus People's Trail

Water Dam

Bridge  
MP 40.19

Farmland



# 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 • dhpa@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.

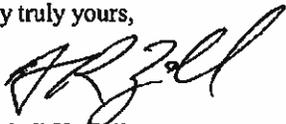
In regard to buildings and structures, we previously noted that the bridge at MP 40.19 retains sufficient integrity to be considered eligible for inclusion in the National Register of Historic Places. Since rehabilitation of the existing structure does not appear to be feasible, based on engineer Garry 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](http://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](mailto: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](mailto: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**

*Office of Environmental Analysis*

July 25, 2014

Charlene Dwin Vaughn, AICP  
Assistant Director, Office of Federal Agency Programs  
Federal Permitting, Licensing and Assistance Section  
Advisory Council on Historic Preservation  
401 F Street NW, Suite 308  
Washington, D.C. 20001-2637

Re: STB Docket No. FD 35523, CSX Transportation, Inc. – Joint Use – Louisville and Indiana Railroad Company, Inc.: **Notification of Adverse Effect and Invitation to Participate**

Dear Ms. Vaughn:

Pursuant to the regulations implementing the National Historic Preservation Act, 16 U.S.C § 470 (NHPA), the Surface Transportation Board (Board) (1) notifies the Advisory Council on Historic Preservation (ACHP) of the adverse effect resulting from the proposed replacement of the Flatrock River Bridge, a component of a joint rail use proposal in Indiana, and (2) invites ACHP to join in consultations with the Board, CSX Transportation, Inc. (CSXT), Louisville and Indiana Railroad Company, Inc. (L&I) and the Indiana State Historic Preservation Officer (SHPO) regarding the adverse effect to the Flatrock River Bridge.

**Description of the Undertaking**

CSXT and L&I submitted an application to the 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 Figure 1). 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 rail cars that can carry 263,000 pounds of freight to proposed rail cars that can carry 286,000 pounds of freight) than what the L&I rail line can currently accommodate. The CSXT-proposed improvements to the L&I rail line include installing heavier-weight and continuously welded rail over the Indiana portion of the 106.5-mile rail line, adding "hot box" detectors (i.e., track-side devices that can detect overheated axel bearings on passing rail cars), replacing older cross-ties, adding new ballast, and replacing the Flatrock River

Bridge (an existing bridge with weight and speed restrictions), located near Columbus, Indiana. CSXT might also increase the length of existing rail sidings at Elvin and Brook, Indiana.

A Board decision on whether to grant the proposed joint use of L&I's rail line meets the definition of an "undertaking" under the NHPA. If the Board should approve the proposed joint use, CSXT would reroute between 13 and 15 trains per day from its rail lines to the L&I rail line. According to CSXT, rerouting these trains to the L&I rail line would improve the efficiency, consistency and reliability of CSXT operations in the Midwest region.<sup>a</sup> The Area of Potential Effects (APE) for the undertaking is the right-of-way of the L&I rail line. The width of the right-of-way in Indiana is typically 60 feet. However, during reconstruction of the Flatrock River Bridge, temporary access could be required outside of the existing right-of-way, but the location, extent and need for such access won't be determined until final design of the replacement bridge is completed.

### **Steps Taken to Identify Historic Properties**

Steps to identify historic properties were initiated with preliminary consultations and database reviews during the early stages of the environment review process. On OEA's behalf, CSXT made first contact with the SHPO via letter on July 11, 2011 (see Enclosures, Disk 2). The letter summarized the purpose and need for and general extent of planned improvements of the L&I rail line under the proposed joint use project, and requested SHPO input. In a reply letter dated August 9, 2011 (see Enclosure, Disk 2), the SHPO recommended review of various databases including the State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Register of Historic Sites and Structures, and National Register of Historic Places (National Register). The SHPO also identified eight archaeological sites and six cemeteries in the vicinity of the L&I rail line right-of-way.

In a September 9, 2011 letter (see Enclosures, Disk 2), CSXT requested SHPO's opinion regarding National Register eligibility of the Flatrock River Bridge, which carries the L&I rail line over the Flatrock River at Mile Post (MP) 40.19. The CSXT letter notes that no information on the bridge is available in SHAARD. Attachments to the CSXT letter request included a topographic map showing the location of the bridge and nine photographs of the bridge. To accommodate heavier and faster-moving rail cars, CSXT notes that it plans to replace the Flatrock River Bridge with a similar steel-girder type structure. The SHPO replied to the eligibility determination request in an October 11, 2011 letter, and states its belief that the bridge meets the criteria for eligibility for inclusion in the National Register and that it appears to be significant under Criterion A and C for its association with transportation and as a good example of a heavily built, Pratt through-truss bridge. The SHPO noted that it would resume identification and evaluation procedures for the proposed joint use upon receipt of the Draft Environmental Assessment (EA) begin prepared by the Board's Office of Environmental

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<sup>a</sup> The CSXT trains would mostly be rerouted from its Louisville, Kentucky to Sidney, Ohio rail lines. CSXT explains that these rail lines are close to operating capacity and that because of their 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. The proposed joint use would not include any construction on or physical improvements to any of CSXT's rail lines in Indiana or elsewhere.

Analysis under the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347 (NEPA) and the Board's own environmental rules at 49 C.F.R. Part 1105.

The Draft EA was issued by the Board on August 30, 2013 for a 30-day public review and comment period (see Enclosures, Disk 1). The Draft EA identifies the databases reviewed during EA preparation, including Indiana Survey of Historic Sites and Structures reports, SHAARD, and the National Register (Draft EA, pp. ES-19 and 3-70). The document acknowledges the archaeological sites and cemeteries identified by the SHPO in its August 9, 2011 letter, notes that any improvements to the L&I rail line under the proposed joint use would be contained within the existing L&I right-of-way, and concludes that the archaeological sites and cemeteries would not be directly impacted (Draft EA, p. ES-20). The Draft EA also concludes that replacement of the Flatrock River Bridge would constitute an adverse effect to a potentially eligible historic property (Draft EA, pp. ES-19, 3-70 and 3-71).

### **Description of Affected Historic Properties – The Flatrock River Bridge<sup>b</sup>**

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 (see sample photograph in Figure 2). The bridge consists of open deck, timber-tie construction supporting one mainline 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 19<sup>th</sup> 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.

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<sup>b</sup> Source: Minimum Architectural Standards for Flatrock River Bridge MP 40.19 over Flatrock River, Bartholomew County, Indiana, prepared by Butler Fairman Seufert, November 2913, attached with Enclosures, Disk 2 and available on the Board's website.

## **Description of Potential Effects**

Consistent with the Draft EA and in concurrence with the SHPO, OEA concludes that replacement of the Flatrock River Bridge would constitute an adverse effect to an historic property that is potentially eligible for inclusion in the National Register (Draft EA, pp. ES-19, 3-70 and 3-71). Replacement would include replacing the existing through-truss bridge with a similar steel-girder superstructure.

By letter dated November 19, 2013 (see Enclosures, Disk 2), the SHPO concludes that no archaeological investigations appear necessary if proposed improvements to the L&I rail line are limited to areas within the disturbed L&I right-of-way. The SHPO adds that if any proposed improvements to the L&I rail line are to occur within 100 feet of the six identified cemetery, a development plan would be to be submitted to and approved by SHPO. OEA concludes that no adverse effects would occur to archaeological sites if proposed improvements to the L&I rail line are limited to the disturbed right-of-way and the improvements would also be located at least 100 feet from the six identified cemeteries.

## **Conditions or Future Actions to Avoid, Minimize or Mitigate Adverse Effects**

As explained above, the purpose of the proposed joint use and related improvements to the L&I rail line is to enable CSXT to improve the efficiency, consistency and reliability of CSXT operations in the Midwest region. A key component of these proposed operations is the ability of the Flatrock River Bridge to accommodate modern rail cars and trains that are heavier and moving at faster speeds. The Flatrock River Bridge, believed to have been built in the late 1800s to early 1900s, is currently under weight and speed restrictions, and is not capable of accommodating the rail traffic that would operate on the L&I rail line under the proposed joint use. In a September 13, 2013 letter to SHPO (see Enclosures, Disk 2), Mr. Garry Shook, P.E., an independent railroad bridge engineer retained by L&I and CSXT, explains why the bridge (1) is not suitable under the joint use proposal, (2) cannot be modified and (3) must be replaced.<sup>c</sup> Several of the engineer's key points about the bridge include the following:

- The two main-span piers were encased in concrete about 1970 due to differential settlement;
- While the bridge's design, which was commonly used between 1890 and 1920, provided efficiency in steel weight, it proved not to be strong enough for modern railroad loadings, and has many non-redundant "fracture-critical" members that can lead to sudden and complete bridge collapse in the event of failure of a single member or connection;
- Bridge components are subject to hairline cracks due to material flaws in the manufacturing process used at the end of the 19<sup>th</sup> century;
- Clearance under the bridge is approximately 2.5 feet short of accommodating the 100-year flood elevation and results in significant upstream flooding including substantial impacts to residential properties;

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<sup>c</sup> Note: The September 13, 2013 letter incorrectly states that an MOA has already been executed.

- If bridge rehabilitation were pursued, numerous temporary supports required during rehabilitation would further restrict flood waters, increase flood elevations, and worsen flooding impacts; and
- Rehabilitation of the bridge to accommodate 100-year flood elevations as well as modern railroad operations would require the replacement of most components of the bridge, thereby compromising the bridge's historical integrity, and in essence, creating a new bridge.

Following Mr. Shook's letter to the SHPO noted above, CSXT wrote the SHPO on September 18, 2013 (see Enclosures, Disk 2) offering to prepare a presentation package for the Flatrock River Bridge that complies with the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology's (DHPA) Minimum Architectural Documentation Standards, including: (1) black and white photographs providing an overall view of the Flatrock River Bridge in its environment and views of its significant components; (2) a written description of the Flatrock River Bridge; (3) statement of significance; and (4) any available architectural drawings or sketch plan of the site. CSXT adds that the subject documentation would be prepared prior to removal of the Flatrock River Bridge and to mitigate the adverse effect caused by removal of the bridge.

In an October 3, 2013 reply to CSXT (see Enclosures, Disk 2), the SHPO agreed that the Flatrock River Bridge has been modified from its original design and would require substantial additional modifications for continued use. Based on the bridge engineer's opinion (summarized above), the SHPO also understands that the bridge may not be feasibly repaired or strengthened to current railroad standards including the expected speed and load requirements under the proposed joint use. Nevertheless, the SHPO believes that the bridge likely retains sufficient integrity to be considered eligible for inclusion in the National Register. The SHPO also acknowledges that rehabilitation of the existing bridge does not appear to be feasible, and agrees with CSXT's recommendation that the bridge be documented prior to its removal, according to the DHPA Minimum Architectural Documentation Standards, as mitigation for the loss of this historic resource.

With the SHPO agreeing to documentation as mitigation, CSXT and L&I retained the firm Butler Fairman Seufert to prepare the documentation. By transmittal letter dated November 13, 2013, the subject documentation was submitted to the SHPO (see Enclosures, Disk 2). The documentation was prepared according to DHPA's Minimum Architectural Documentation Standards. By letter dated November 19, 2013 (see Enclosures, Disk 2), the SHPO acknowledges receipt of the documentation, states it has reviewed the material and concludes that the documentation is consistent with DHPA Minimum Architectural Documentation Standards.

OEA concurs that replacement of the Flatrock River Bridge would constitute an adverse effect to an historic property considered eligible for inclusion on the National Register and that avoidance of the adverse effect is not feasible if the L&I rail line is to safely accommodate the modern rail traffic under the joint use proposal. OEA also concurs that the bridge documentation submitted to the SHPO on November 13, 2013 mitigates the adverse effect. OEA is currently preparing a draft Memorandum of Agreement (MOA) that will document the Section 106

consultation process, state a finding of adverse effect, and express acceptance of the documentation as mitigation for the adverse effect. The MOA will be submitted to the SHPO, CSXT, L&I, and any other signatory and concurring parties, for review and comment.

### **Tribal Consultation**

On OEA's behalf, CSXT initiated preliminary consultations with federally recognized Native American Tribes (Tribes) during the early stages of the environmental review process. On July 11, 2011 (see sample letter, Enclosures, Disk 2), CSXT sent preliminary consultation letters to the 14 federally recognized Native American Tribes (Tribes) listed the National Park Service's National NAGPRA<sup>d</sup> Online Database for the six Indiana counties and one Kentucky county in which the L&I rail line is located. Of those 14 Tribes, the Peoria Tribe of Indians of Oklahoma and Delaware Nation responded (see Enclosures, Disk 2). The Peoria Tribe of Indians of Oklahoma requests that it remain on future mailings pertaining to the proposed joint use and the Delaware Nation requests a listing of counties in which the proposed joint use would occur.

Consultation with the 14 Tribes continued with OEA's distribution of the Draft EA. Of the 14 Tribes, the Peoria Tribe of Indians of Oklahoma and Kickapoo Tribe of Oklahoma replied (see Enclosure, Disk 2). Both Tribes state that they have no objections to the proposed joint use, however, they request immediate notification in the event burial remains or artifacts are discovered during undertaking-related rail line improvements. The 14 Tribes, regardless of reply status, will also receive the Supplemental and Final EAs when issued (see Status of Environmental Review Process below). As noted earlier, the proposed joint use would not include construction on or physical improvements to any of CSXT's rail lines in Indiana, Kentucky or Ohio, and therefore, Tribal consultations have not extended beyond the 14 Tribes with interests in the seven counties encompassing the L&I rail line in Indiana and Kentucky.

### **Opportunities for Public Participation**

On OEA's behalf, CSXT and L&I initiated preliminary consultations with federal, state, and local agencies and elected officials during the early stages of the environmental review process. During the months of June and July, 2011, CSXT and L&I also conducted approximately 38 outreach meetings with representatives of various agencies, elected officials and planning organizations (See Enclosures, Disk 1, Draft EA, Appendix A). On July 11, 2011 (see sample letter, Enclosures, Disk 2), CSXT sent preliminary consultation letters to federal, state, and local agencies. Replies to those letters are also provided in Appendix A of the Draft EA.

The Draft EA, which contains summaries of historic properties and the 106 consultation process known at the time the Draft EA was prepared, was distributed to approximately 107 parties including federal, state and local agencies, organizations, Tribes, individuals and other interested parties. To expand opportunities for public review and comment, distribution of the Draft EA included 17 public libraries in the seven-county area encompassing the L&I rail line.

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<sup>d</sup> Native American Graves Protection and Repatriation Act.

The Draft EA is also posted on the Board's website at [www.stb.dot.gov](http://www.stb.dot.gov). When issued, the Supplemental and Final EAs will also be broadly distributed, placed in public libraries and posted on the Board's website for review and comment, as appropriate. OEA also maintains a description of the proposed joint use project, including a summary of the current status of the ongoing environmental and cultural resources reviews, under the "Environmental - Key Cases" section of the Board's website.

Furthermore, all outgoing and incoming correspondence to and from federal, state, and local agencies, organizations, Tribes, individuals, and other interested parties is posted and available for public review on the Board's website. All correspondence between signatory and any consulting parties to the MOA, including draft copies of the MOA and the executed MOA, will also be posted on the Board's website for public review.

### **Status of the Environmental Review Process**

Some of the comments received on the Draft EA raise environmental concerns not assessed in the document. Consequently, OEA determined that additional environmental analysis is necessary and will prepare a Supplemental EA. OEA solicited comments on the scope of the Supplemental EA from interested federal, state and local agencies. OEA considered those comments, finalized the scope of the Supplemental EA and is currently preparing the document. 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. Other areas to be assessed in the Supplemental EA include:

- Interchanging the rerouted CSXT trains between the L&I rail line and CSXT's LCL and Indianapolis Line subdivisions;
- Grade-crossing safety and vehicle delay, emergency response, and noise and vibration on the CSXT rail lines;
- Other environmental resources areas, such as land use, community resources, water resources, biological resources and air quality and environmental justice on the CSXT rail lines; and
- Potential construction-related impacts from extending two existing L&I rail sidings and replacing a railroad bridge on the L&I rail (As noted above, the proposed joint use would not include construction or ground-disturbing activities on any of the CSXT rail lines).

It is anticipated that the Supplemental EA, when issued, will contain a copy of the initial draft(s) of the MOA and any signatory and consulting party comments on the initial draft(s) of the MOA available at that time. The Final EA will also contain copies of comments on MOA drafts, and if available, a copy of the executed MOA.

Thank you for your review of this project. If you have any questions, please do not hesitate to contact Dave Navecky, OEA's Project Manager, by phone at 202-245-0294, or by email at [david.navecky@stb.dot.gov](mailto:david.navecky@stb.dot.gov).

Sincerely,

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

Victoria Rutson  
Director  
Office of Environmental Analysis

Enclosures:

Disk 1: Draft Environmental Assessment

Disk 2: Item 1 - Correspondence with Indiana SHPO's Office

Item 2 - Minimum Architectural Documentation Standards for Flatrock River Bridge MP  
40.19 over Flatrock River, Bartholomew County, Indiana

Item 3 - Correspondence from Federally Recognized Tribes

cc: Chad Slider, Indiana State Historic Preservation Office (with enclosures)  
Louis Gitomer, Outside Counsel, CSXT (w/o enclosures)

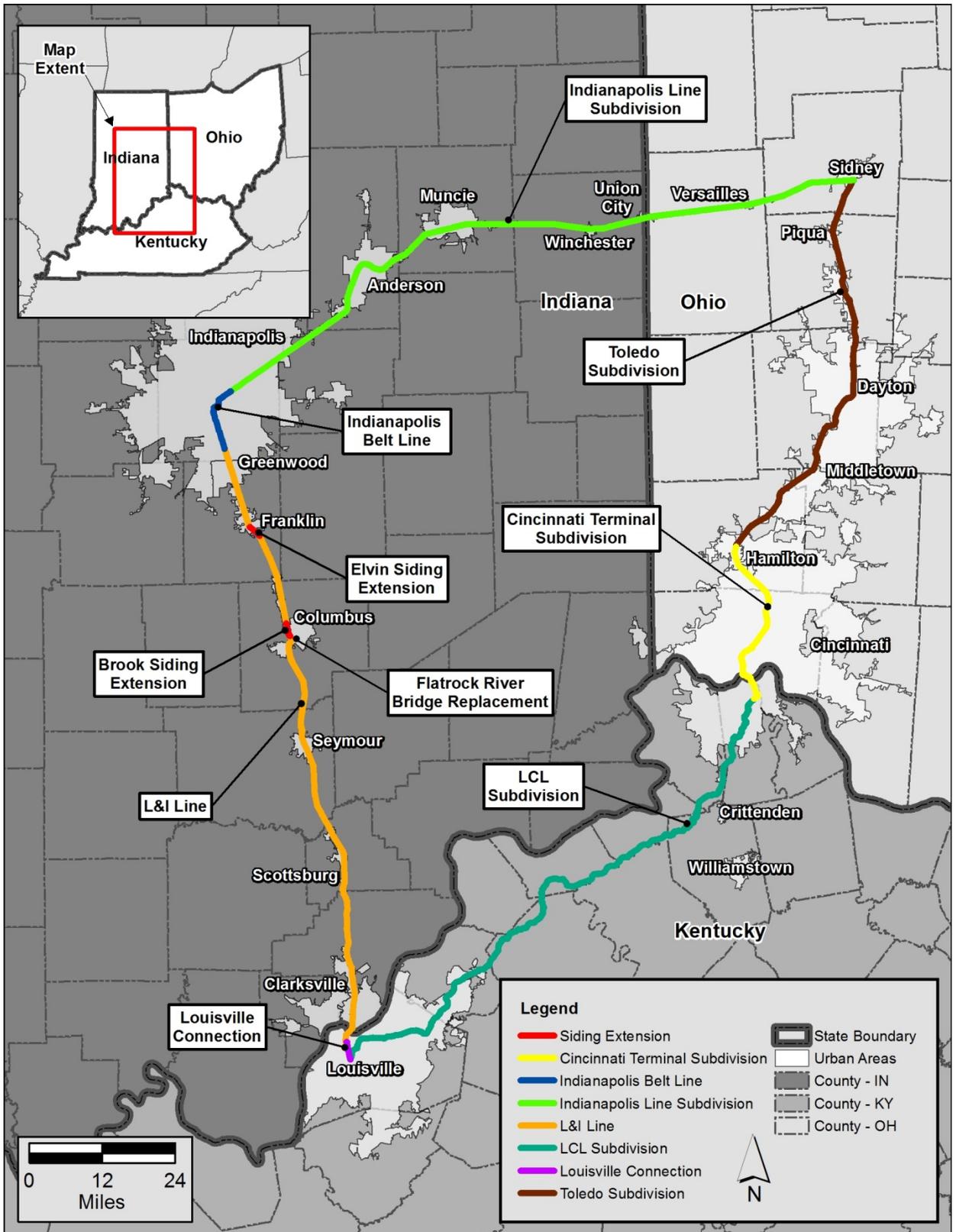


Figure 1. Project Location



**Figure 2. Flatrock River Bridge**



Preserving America's Heritage

August 6, 2014

Ms. Victoria Rutson  
Chief, Section of Environmental Analysis  
Surface Transportation Board  
395 E. Street, SW, Room 1106  
Washington, DC 20423-0001

Ref: *Proposed Replacement of Flat Rock River Bridge  
Columbus, Indiana*

Dear Ms. Rutson:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Indiana State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-517- 0210 or via e-mail at [ngabriel@achp.gov](mailto:ngabriel@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637  
Phone: 202-517-0200 • Fax: 202-517-6381 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)



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 • dhpa@dnr.IN.gov



August 21, 2014

EI-20514

Victoria Rutson  
Director, Office of Environmental Analysis  
Surface Transportation Board  
Washington, DC 20423

Federal Agency: Surface Transportation Board

Re: Surface Transportation Board's finding of "adverse effect" 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 (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 July 25, 2014 and received on July 29, 2014 for the above indicated project in Indiana.

Thank you for providing notification of the Surface Transportation Board's finding of Adverse Effect for the replacement of the bridge at MP 40.19, carrying the Louisville & Indiana Railroad over the Flatrock Creek near Columbus, Indiana. We previously agreed with the railroad engineer's assessment that there appeared to be no feasible alternative to replacement of the historic bridge and that documentation prior to its removal, according to the DHPA Minimum Architectural Documentation Standards, would be an appropriate mitigation measure. As such, the Indiana SHPO would be willing to enter into a memorandum of agreement to memorialize mitigation measures and resolve adverse effects of the undertaking. Once the Surface Transportation Board has had an opportunity to take into account the views on the effects as provided by the Indiana SHPO and other consulting parties, it is our understanding that a draft memorandum of agreement will be circulated for review and comment.

A copy of the revised 36 C.F.R. Part 800 regulations that took effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://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](mailto: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](mailto: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:cws

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



***SURFACE TRANSPORTATION BOARD***  
***Washington, DC 20423***

*Office of Environmental Analysis*

September 23, 2014

Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation & Archaeology  
Indiana Department of Natural Resources  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

Re: STB Docket No. FD 35523, CSX Transportation, Inc. – Joint Use – Louisville and Indiana Railroad Company, Inc. (DHPA #11979): **Submittal of Draft Memorandum of Agreement for Review and Comment**

Dear Mr. Zoll:

Pursuant to the regulations implementing the National Historic Preservation Act, 16 U.S.C § 470 (NHPA), and 36 C.F.R. Part 800, the Surface Transportation Board (Board) submits a draft Memorandum of Agreement (MOA) for the proposed replacement of the Flatrock River Bridge at Milepost 40.19 near Columbus, Indiana (Undertaking). Replacement of the bridge is necessary to enable implementation of the proposed joint use of the Louisville and Indiana Railroad Company's (L&I) rail line between Indianapolis, Indiana and Louisville, Kentucky by L&I and CSX Transportation, Inc. The Board requests that Indiana SHPO review and comment on the draft MOA, as appropriate.

Previously, the Board and Indiana State Historic Preservation Office (SHPO) concurred that (1) the Flatrock River Bridge retains sufficient integrity to be considered eligible for the National Register of Historic Places, (2) considering the proposed joint use, there are no feasible alternatives to bridge replacement including rehabilitation of the existing structure, (3) replacement of the bridge warrants a finding of adverse effect, and (4) documentation prior to removal, according to Division of Historic Preservation and Archaeology Minimum Architectural Documentation Standards (DHPA Standards), would be an appropriate mitigation measure. The subject documentation was submitted to Indiana SHPO and Indiana SHPO concludes that the material is consistent with DHPA Standards. The enclosed draft MOA memorializes the mitigation measures and resolves the adverse effects of the Undertaking.

Thank you for your review of this draft MOA. We look forward to receiving any comments you might have. If you have any questions, please do not hesitate to contact Dave

Navecky, OEA's Project Manager, by phone at 202-245-0294, or by email at [david.navecky@stb.dot.gov](mailto:david.navecky@stb.dot.gov).

Sincerely,

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

Victoria Rutson  
Director  
Office of Environmental Analysis

Attachment: Draft MOA

cc: Louis Gitomer, Outside Counsel representing CSXT and L&I (w/ attachment)

**DRAFT**  
**MEMORANDUM OF AGREEMENT**  
**AMONG THE SURFACE TRANSPORTATION BOARD,**  
**CSX TRANSPORTATION, INC.,**  
**LOUISVILLE & INDIANA RAILROAD COMPANY, INC. AND**  
**INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC**  
**PRESERVATION & ARCHAEOLOGY**

**REGARDING**  
**STB DOCKET NO. FD 35523, CSX TRANSPORTATION, INC. —JOINT USE —**  
**LOUISVILLE & INDIANA RAILROAD COMPANY, INC.**  
**(DHPA #11979)**

**WHEREAS**, on June 14, 2013, CSX Transportation, Inc. (“CSXT”) and Louisville & Indiana Railroad Company, Inc. (L&I) filed an application with the Surface Transportation Board (Board) 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 (“L&I Line”); and

**WHEREAS**, CSXT and L&I would like to replace the Flatrock River Bridge on the L&I Line at Milepost 40.19 because the bridge cannot accommodate the modern rail traffic including the heavier, taller and faster trains that would move on the L&I Line under the proposed joint use; and

**WHEREAS**, the Board has determined that the replacement of the Flatrock River Bridge constitutes an Undertaking, as defined in 36 C.F.R. §800.3(a); and

**WHEREAS**, the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), acting in its designated capacity as the State of Indiana’s Historic Preservation Officer (“Indiana SHPO”), has advised in letters to CSXT dated October 11, 2011, and October 3, 2013, that the Flatrock River Bridge located at Milepost 40.19 is eligible for listing in the National Register of Historic Places (“NRHP”), and that replacement of the Flatrock River Bridge would result in an adverse effect on an historic property; and

**WHEREAS**, the Board, through its Office of Environmental Analysis (“OEA”), consulted with Indiana SHPO pursuant to regulations at 36 C.F.R. Part 800, effective August 30, 2004, implementing Section 106 of the NHPA, and determined that the proposed joint use would have an adverse effect on the Flatrock River Bridge; and

**WHEREAS**, in a letter dated July 25, 2014, OEA notified the Advisory Council on Historic Preservation (Advisory Council) of the adverse effect on the bridge in accordance with 36 C.F.R § 800.6(a)(1); and

**WHEREAS**, in a letter dated August 6, 2014, the Advisory Council declined to participate in the negotiation of this Memorandum of Agreement (“MOA”); and

**WHEREAS**, pursuant to 36 C.F.R. §800.6, OEA has consulted with Indiana SHPO, L&I and CSXT regarding ways to avoid, minimize, or mitigate potential effects to the Flatrock River Bridge as a result of the proposed joint use, and the Board, Indiana SHPO, L&I and CSXT have all agreed upon the measures described below under “Stipulations;” and

**WHEREAS**, the Board provided opportunities for public and Tribal participation during the Board’s environmental review under the National Environmental Policy Act including distribution of and posting to its website a Draft Environmental Assessment (EA) and Supplemental EA, with the latter also containing (1) the conclusion of adverse effect on the Flatrock River Bridge, (2) documentation of the Flatrock River Bridge to DHPA Minimum Architectural Documentation Standards (“DHPA Standards”), and (3) a draft MOA; and

**WHEREAS**, the Board consulted Indiana SHPO, and reviewed data in Indiana Survey of Historic Sites and Structures reports, State Historic Architectural and Archaeological Research Database and the NRHP, and did not identify any documented archaeological resources in the L&I Line right-of-way that encompasses the Flatrock River Bridge; and

**WHEREAS**, the Board concurs with Indiana SHPO’s conclusion that no archaeological investigations are necessary if construction activities associated with replacement of the Flatrock River Bridge are limited to areas within the disturbed L&I Line right-of-way; and

**WHEREAS**, CSXT and L&I agree to limit construction activities associated with replacement of the Flatrock River Bridge to areas within the disturbed L&I Line right-of-way; and

**WHEREAS**, the definitions listed in 36 C.F.R. § 800.16 are applicable throughout this MOA.

**NOW, THEREFORE**, the Board, L&I, CSXT, and Indiana SHPO agree that this Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties, and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated. Execution and submittal of the MOA, and implementation of its terms, are evidence that the Board has afforded the Advisory Council an opportunity to comment on the proposed action relating to the Flatrock River Bridge, and that the Board has taken into account the effects of the removal of the Flatrock River Bridge on historic properties and is satisfying the requirements of Section 106 of the NHPA.

## **STIPULATIONS**

The Board shall ensure that the following mitigation measures are carried out:

### **I. PREPARATION OF PRESENTATION PACKAGE**

**A. Presentation Package contents.** CSXT will prepare a presentation package for the Flatrock River Bridge in compliance with the DHPA Standards. The package will include:

1. **Black and white photographs providing an overall view of the Flatrock Bridge in its environment and views of its significant components.** Photographic documentation will be produced in compliance with the camera requirements set forth in the DHPA Standards. All photographs will be labeled in accordance with DHPA Standards.
2. **A written description.** A brief description of the Flatrock Bridge and its condition, including the architectural style, plan, building materials, and details.
3. **Statement of Significance.** The history and significance of the Flatrock River Bridge must be explained in compliance with the DHPA Standards format. The statement will begin with a summary paragraph that succinctly discusses the date or era of construction and why the Flatrock River Bridge is important. Enough history and background will be presented to establish the Flatrock River Bridge's importance. If the Flatrock River Bridge is architecturally significant, the statement must indicate how it is an outstanding example of an important architectural style, type, or work of a significant architect. Dates and descriptions of major alterations, if known, will be included.
4. **Drawings.** If available, architectural drawings will be submitted in the presentation. If architectural drawings are not available, a sketch plan of the site will be included in the presentation. All drawings must be submitted in accordance with DHPA Standards.

**B. Completion Schedule.** CSXT completed the aforementioned recordation package and related written documentation, and by letter dated November 13, 2013, submitted the recordation package to the Indiana SHPO and Board.

**C. Recordation Package Acceptance.** In a letter dated November 19, 2013, Indiana SHPO acknowledged receipt of the documentation, stated that it had reviewed the material, and concluded that the documentation is consistent with DHPA's Standards.

**D. Public Accessibility.** The presentation package for the Flatrock River Bridge has been placed on the Board's website ([www.stb.dot.gov](http://www.stb.dot.gov), see Environmental Matters, Key Cases) to enhance public accessibility to the documentation.

## II. UNANTICIPATED DISCOVERIES

If the Board determines after Flatrock River Bridge replacement has commenced that the Undertaking will affect a previously unidentified property that may be eligible for inclusion in the NRHP, then the Board will address the discovery in accordance with 36 C.F.R. §800.13(b)(3). The Board may assume that the discovered property is eligible for the NRHP in accordance with 36 C.F.R. §800.13(c).

In the event that one or more historic properties—other than the Flatrock River Bridge—are discovered or that unanticipated effects on historic properties are expected after commencement of the Undertaking, the Board shall ensure that the procedure specified in 36 C.F.R. §800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, is followed by stopping work in

the immediate area and informing the Indiana SHPO of such unanticipated discoveries or effects within (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*. If human remains dating on or before December 31, 1939 are discovered, the appropriate County Coroner and law enforcement officials must also be notified immediately. If Native American human remains and/or objects subject to the provisions of the Native American Graves Protection and Repatriation Act (“NAGPRA”), including human burials, associated and unassociated funerary objects, sacred objects and objects of cultural patrimony, are encountered, the Board shall notify and consult with the culturally affiliated Tribe(s) and lineal descendants to determine appropriate treatment measures for these human remains in agreement with NAGPRA.

### **III. ADMINISTRATIVE PROVISIONS**

**A. Dispute Resolution:** Should any signatory party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the Board shall consult with such party to resolve the objection. If the Board determines that such objection cannot be resolved, the Board will:

1. Forward all documentation relevant to the dispute, including the Board’s proposed resolution, to the Advisory Council. The Advisory Council shall provide the Board with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Board shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the Advisory Council, signatories and concurring parties, and provide them with a copy of this written response. The Board will then proceed according to its final decision.
2. If the Advisory Council does not provide its advice regarding the dispute within the thirty (30) day time period, the Board may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the Board shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the Advisory Council with a copy of such written response.
3. Carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

**B. Amendments:** This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the Advisory Council.

**C. Termination:** If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation III-B, above. If within thirty (30) days an amendment

cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, the Board must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the Advisory Council under 36 C.F.R. § 800.7. The Board shall notify the signatories as to the course of action it will pursue.

**D. Duration of the MOA:** This MOA will expire if its stipulations are not carried out within 8 years from the date of its execution. At such time, and prior to work continuing on the Undertaking, the Board shall either (a) execute a MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the Advisory Council under 36 C.F.R. § 800.7. Prior to such time, the Board may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation III-B above. The Board shall notify the signatories as to the course of action it will pursue.

**E. Counterparts:** This MOA may be executed in any number of counterparts, each of which shall be an original, all of which when taken together shall constitute one agreement binding on all parties, notwithstanding that all parties are not signatories to the same counterpart.

**F. Effective Date:** This MOA will take effect on the date the fourth and final signatory signs and dates the document.

#### **IV. SCOPE OF AGREEMENT**

This MOA is limited in scope to the proposed undertaking, and, more particularly, to the Flatrock River Bridge located on the L&I Line, and it is entered into solely for purposes of historic impacts mitigation associated with the replacement of the Flatrock River Bridge.

**EXECUTION** of this MOA by the Board, L&I, CSXT, and Indiana SHPO; its transmittal to the Advisory Council; and subsequent implementation of its terms, evidences that the Board has afforded the Advisory Council a reasonable opportunity to comment on the Undertaking and its effects on historic properties, that the Board has taken into account the effects of the Undertaking on historic properties, and that the Board has satisfied its responsibilities under Section 106 of the NHPA and applicable implementing regulations.

**SIGNATORY PARTIES:**

SURFACE TRANSPORTATION BOARD

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Victoria Rutson  
Director, Office of Environmental Analysis

INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC  
PRESERVATION & ARCHAEOLOGY

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Mitchell K. Zoll  
Deputy State Historic Preservation Officer

CSX TRANSPORTATION, INC.

By: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_

LOUISVILLE & INDIANA RAILROAD COMPANY, INC.

By: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_