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(410) 296-2250 • (202) 466-6532
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October 5, 2015

239319

Cynthia T. Brown
Chief of the Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

ENTERED
Office of Proceedings
October 5, 2015
Part of
Public Record

Re: **Docket No. AB-55 (Sub-No. 745X), CSX Transportation, Inc.—Abandonment
Exemption—in Floyd County, KY**

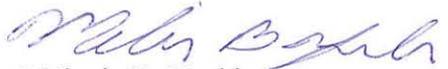
Dear Ms. Brown,

Enclosed are the original and 10 copies of a Verified Notice of Exemption for CSX Transportation, Inc. ("CSXT") to abandon an approximately 11.4-mile railroad line, between Milepost COQ 0.0, near Prestonsburg, and Milepost COQ 10.1, near David, in Floyd County, KY Also enclosed are a check for the filing fee of \$3,800, and a CD containing the Notice in WORD and pdf format.

Please time and date stamp the additional copy of this letter and Notice and return it in the self-addressed prepaid envelope.

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

Sincerely yours,



Melanie B. Yasbin
Attorney for CSX Transportation, Inc.

Enclosure

FEE RECEIVED
October 5, 2015
SURFACE
TRANSPORTATION BOARD

FILED
October 5, 2015
SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 745X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN FLOYD COUNTY, KY

VERIFIED NOTICE OF EXEMPTION

Steven C. Armbrust, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1229

Louis E. Gitomer, Esq.
Melanie B. Yasbin, Esq.
Law Offices of Louis E. Gitomer, LLC
600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250
Lou@lgrailaw.com

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: October 5, 2015

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 745X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN FLOYD COUNTY, KY

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon an approximately 11.4-mile railroad line, between Milepost COQ 0.0, near Prestonsburg, and Milepost COQ 10.1, near David, in Floyd County, KY (the “Line”). Abandonment authority was granted for a 9.1 mile section of the Line in STB Docket No. AB-55 (Sub-No. 645X) on February 9, 2004. Rather than consummate the abandonment, CSXT leased the 9.1 mile portion of the Line to a coal company. The other part of the Line was under a NITU. The NITU and the lease have expired. CSXT now seeks authority to abandon the Line. No local rail traffic has moved over the Line during the past two years. Any overhead traffic on the Line can be and has been rerouted.

The Line includes the stations of McNally (OPSL 67056, FSAC 84079), Samson (OPSL 67057, FSAC 84083), Joyce Marie (OPSL 67057.1, FSAC 84084), Beverly Ann (OPSL 67059, FSAC 84076), and David (OPSL 67060, FSAC 84075).

Based on information in the possession of CSXT, the Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

1. Proposed consummation date. The proposed consummation date is November 24, 2015.
2. Certification required by 49 C.F.R. § 1152.50(b). *See* Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

(1) Exact name of applicant. CSX Transportation, Inc.

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C.

Subtitle IV, Chapter 105. CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50 to abandon an approximately 11.4-mile railroad line, between Milepost COQ 0.0, near Prestonsburg, and Milepost COQ 10.1, near David, in Floyd County, KY

(4) Map. *See* Exhibit B.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent. Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, (410) 296-2250, Lou@lgrailaw.com.

(8) List of all United States Postal Service ZIP Codes that the line proposed for discontinuance traverses. The Line traverses U.S. Postal ZIP Code 41653, 41607, 41616.

(e) Rural and community impact.

(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

The Line may be suitable for other public purposes or trail use, but may be subject to reversionary interests.

4. The level of labor protection. The interests of any railroad employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions in *Oregon Short Line R. Co. –Abandonment–Goshen*, 360 I.C.C. 91 (1979).

5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C.

6. Environmental Report. See Exhibit D.

7. Historic Report. See Exhibit E.¹

¹ A CD with engineering sketches of Bridge Numbers 1.4, 20, 39, 68, 78 and 83, was included in the Historic Report sent to the SHPO. A printout of engineering sketches that are on the CD are included in the attached Historic Report. If the Board would like a copy of the CD, CSXT will provide one.

Steven C. Armbrust, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1229

Respectfully submitted,



Louis E. Gitomer, Esq.
Melanie B. Yasbin, Esq.
Law Offices of Louis E. Gitomer
600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250
Lou@lgraillaw.com

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: October 5, 2015

EXHIBIT A-VERIFICATION AND CERTIFICATION

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

STATE OF FLORIDA)
) ss.
COUNTY OF DUVAL)

I, Daniel Schwartz, state that I am Analyst of Cost & Economic Analysis for CSX Transportation, Inc. ("CSXT"); that I am authorized to make this verification; and that I have read the foregoing Notice of Exemption and know the facts asserted therein are true and accurate as stated, to the best of my knowledge, information, and belief.

I hereby certify that no freight traffic has moved over CSXT's 11.4 mile rail line on its Southern Region, Huntington West Division, and Middle Creek Subdivision from Railroad Milepost COQ 0.0, near Prestonsburg, to Milepost COQ 10.4, near David, Floyd County Kentucky for two years prior to the date hereof. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of CSXT by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.



Daniel Schwartz

SUBSCRIBED AND SWORN TO before me this 25th day of September 2015.

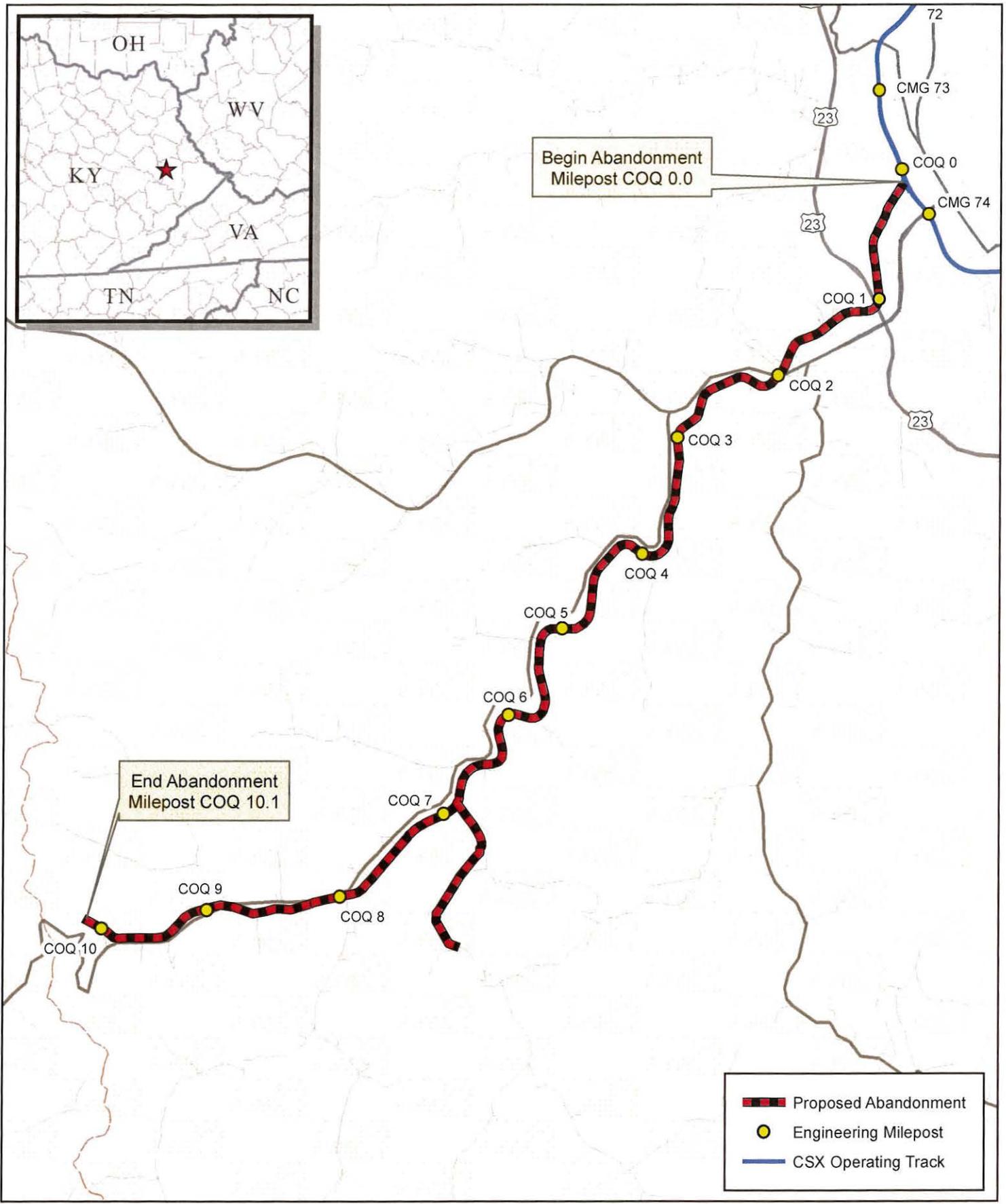
My Commission Expires: 9-11-2016



Notary Public



EXHIBIT B-MAP



Begin Abandonment
Milepost COQ 0.0

End Abandonment
Milepost COQ 10.1

-  Proposed Abandonment
-  Engineering Milepost
-  CSX Operating Track



CSX Transportation, Inc.
Proposed Abandonment, Prestonsburg to David
Milepost COQ 0.0 - COQ 10.1 (11.4 Miles Total)
STB Docket No. AB55 (Sub No. 745X)
Huntington West Division - Middle Creek Subdivision
Floyd County, Kentucky

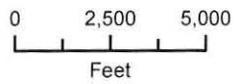


EXHIBIT C-CERTIFICATES OF SERVICE AND PUBLICATION

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 745X) was mailed via first class mail on September 24, 2015, to the following parties:

State Public Service Commission

Kentucky Public Service Commission
P.O. Box 615
211 Sower Boulevard
Frankfort, KY 40602-0615

Military Traffic Management Command

Headquarters
Military Surface Deployment and Distribution Command
Transportation Engineering Agency
ATTN: SDTE-SA (Railroads for National Defense)
1 Soldier Way, Building 1900W
Scott AFB, IL 62225

National Park Service

Mr. Rick Potts
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails and Conservation Assistance Program National Park Service
1849 C Street, N.W. (Org Code 2220)
Washington, DC 20240

National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
1849 C Street, N.W.
Washington, DC 20240

U.S. Department of Agriculture

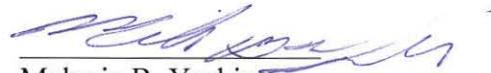
U.S. Department of Agriculture
Chief of the Forest Service
1400 Independence Avenue, S.W.
Washington, DC 20250-0003



Melanie B. Yasbin
October 5, 2015

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 745X) in the following form was advertised on October 2, 2015, in the Floyd County Times, a newspaper of general circulation in Floyd County, KY, as required by 49 C.F.R. § 1105.7(c) and .12.



Melanie B. Yasbin

October 5, 2015

Notice of Intent To Abandon

CSX Transportation, Inc. (“CSXT”) gives notice that on or about October 5, 2015, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments permitting the abandonment of an approximately 11.4-mile railroad line, between Milepost COQ 0.0, in Prestonsburg, KY, and Milepost COQ 10.1, in David, KY, which traverses through United States Zip Codes 41653, 41607, and 41416, in Floyd County, KY (the “Line”). The proceeding has been docketed as No. AB-55 (Sub-No. 745X).

The Board’s Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the OEA, Surface Transportation Board, Washington, DC 20423 or by calling that office at (202) 245-0295.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board’s Section of Administration, Office of Proceedings, 395 E Street, SW, Washington, DC 20423–0001 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant’s representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board’s Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant’s representative: Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, (410)296-2250, Lou@lgraillaw.com.

EXHIBIT D- ENVIRONMENTAL REPORT

ENVIRONMENTAL REPORT CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 745X) was mailed via first class mail on August 21, 2015 to the following parties:

Kentucky Transportation Cabinet
200 Metro Street
Frankfort, KY 40601

U.S. EPA
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Kentucky Department of Natural Resources
2 Hudson Hollow
Frankfort, KY 40601

Kentucky Energy & Environmental Cabinet
Department of Environmental Protection
300 Fair Oaks Lane
Frankfort, KY 40601

U.S. Army Corp of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

US Fish and Wildlife
Southeast Region 4
1875 Century Blvd Suite 400
Atlanta, GA 30345

Floyd County Chamber of Commerce
PO Box 1508
313 Westminster Street, Suite 210
Prestonsburg, KY 41653
City of Prestonsburg
200 North Lake Drive
Prestonsburg, KY 41653

Kentucky Division of Water
200 Fair Oaks Lane
Frankfort, KY 40601

National Park Service
100 Alabama Street SW
1924 Building
Atlanta, GA 30303

Office of the Governor
The Honorable Steve Beshear
700 Capitol Ave
Frankfort, KY 40601

USDA Kentucky NRSC State Office
771 Corporate Drive
Suite 210
Lexington, KY 40503

National Geodetic Survey
Simon.monroe@noaa.gov



Melanie B. Yasbin
October 5, 2015

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC. Prestonsburg to David, Floyd County, Kentucky Docket AB-55 (Sub-No. 745X)

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation (CSXT) proposes to abandon 11.4 miles of its rail Line between Railroad Milepost COQ 0.0, near Prestonsburg, to the end of track located near Railroad Milepost COQ 10.1, also known as the Middle Creek Subdivision near David, Floyd County, Kentucky, herein after referred to as "the Line."

The Line has not generated any originating or terminating traffic in over Two (2) however the principal commodity previously transported over the Line was coal.

On February 9, 2004, CSXT filed for abandonment of our common carrier obligation on this line. The abandonment was approved by the STB and the line was leased out to a coal company. A portion of this line was under a Notice of Interim Trail Use Agreement (NITU) with the Middle Creek National Battlefield Foundation. The rail line traverses the Middle Creek National Battlefield which is a National Historic Landmark. The lease of the line has been terminated, and the NITU and the abandonment authority from the STB have both expired. We are re-filing to abandon our common carrier obligation, welcoming the opportunity to work with the Commonwealth of Kentucky and the Middle Creek National Battlefield Foundation to establish another NITU.

An Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade structures. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged. Finally, the operations

and maintenance of this line will cease.

The only alternative would be to not abandon passing the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

A map which delineates the proposed project is attached. (See Attachment 1)

Further attached is a distribution list of all parties who have received a copy of this report. (See Attachment 2)

(2) TRANSPORTATION SYSTEM

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no passenger or freight traffic on this Line. Since there has not been any traffic on this Line in over Two (2) years, there will be no effect on existing regional or local transportation systems or patterns.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

Applicant received a response dated July 20, 2014 from the Mayor of Prestonsburg stating *"I have been trying to initiate the process to make Prestonsburg a Trail Town....am very interested in trying to utilize this area and would appreciate any guidance from you on this matter"*. (See Attachment 3)

Applicant has not received a response to its July 13, 2015 and August 21, 2015 inquiries to The Kentucky Transportation Cabinet, Floyd County Chamber of Commerce or the Office of the Governor. (See Attachments 4, 5, 6)

- (ii) **Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

Applicant received a response dated July 28, 2015 from the U.S. Department of Agriculture, National Resources Conservation Service stating *"No significant impacts to prime farmland or farmland of statewide importance is anticipated from the proposed abandonment if all salvage operations or other work is confined to the existing railroad right-of-way..."*. (See Attachment 7)

- (iii) **If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

The Commonwealth of Kentucky does not have a Coastal Zone Management Program.

- (iv) **If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.**

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

(4) ENERGY

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

The proposed action will have no effect on the movement and/or recovery of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (iv) **If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected Line, quantify the resulting net change in energy consumption and show the data and**

methodology used to arrive at the figure given.

There will be no diversion of rail traffic to motor carriage.

(5) AIR

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail Line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail Line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

(6) NOISE

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

(7) SAFETY

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

Applicant believes that the abandonment will result in an improvement to public safety by the elimination of Thirty-one (31) road crossings.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.

Applicant's records do not indicate any known hazardous material spills or hazardous waste sites.

(8) BIOLOGICAL RESOURCES

- (i) Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describes the effects.

Applicant has not received a response to its July 13, 2015 or August 21, 2015 inquiries to the U.S. Fish and Wildlife Service Southeast Region 4 in Atlanta, GA requesting information regarding this statement. (See Attachment 8)

- (ii) State whether wildlife sanctuaries or refuges, National or State parks or

forests will be affected, and describe any effects.

Based upon Applicant's review of the area, the Line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

(9) WATER

- (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.**

Applicant received a response dated August 12, 2015 from the Commonwealth of Kentucky, Energy and Environment Cabinet who serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Comments from the Division of Water: "There are no Outstanding state Resource Waters, Wild Rivers or known Exceptional Waters within the project area." (See Attachment 9)

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

Applicant has not received a response to its July 13, 2015 or August 21, 2015 inquiries to the U.S. Army Corps of Engineers in Louisville Kentucky requesting information regarding this statement. (See Attachment 10)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. Applicant does not intend to disturb any of the underlying road-bed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any

dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways.

- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant has not received a response to its July 13, 2015 or August 21, 2015 inquiries to the U.S. Regional EPA Office Region 4 in Atlanta Georgia requesting information regarding this statement. (See Attachment 11)

Applicant received a response dated September 14, 2015 from the KY Division of Water, Environmental Engineer Branch Manager stating *"If CSX will be disturbing 1.0 acre or more at a given time to complete this project, a discharge permit for storm water will be required."* (See Attachment 12)

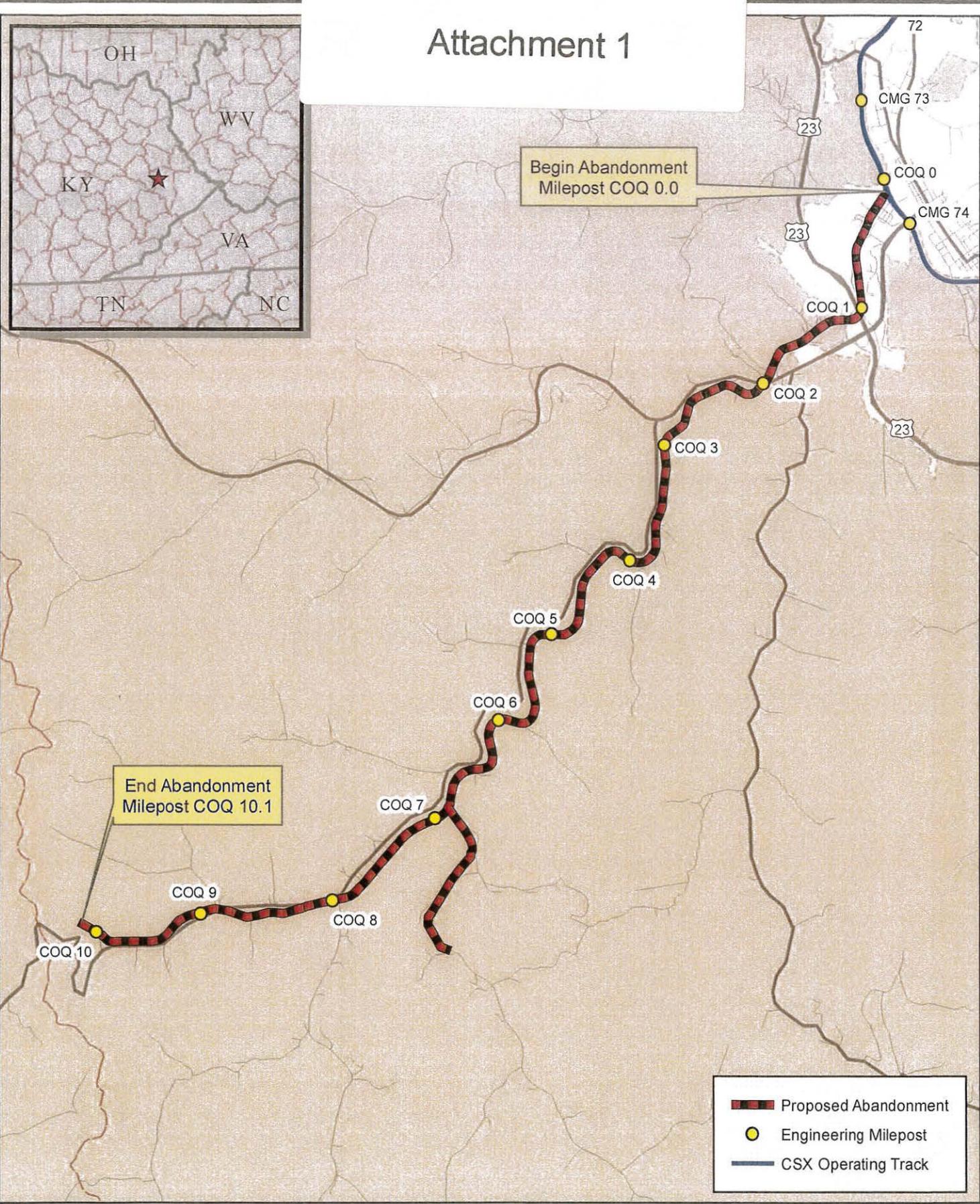
Based upon the course of action described in Section 9 (ii), Applicant believes that a permit under Section 402 of the Clean Water Act may not be required.

10. MITIGATION

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Applicant does not believe there will be any adverse environmental impacts in the project area as a result of this abandonment. However, Applicant will comply with reasonable State and Federal regulations and obtain any necessary permits required.

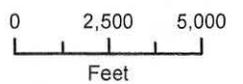
Attachment 1



-  Proposed Abandonment
-  Engineering Milepost
-  CSX Operating Track



CSX Transportation, Inc.
Proposed Abandonment, Prestonsburg to David
Milepost COQ 0.0 - COQ 10.1 (11.4 Miles Total)
STB Docket No. AB55 (Sub No. 745X)
Huntington West Division - Middle Creek Subdivision
Floyd County, Kentucky



CSXT Abandonment External Distribution List
Floyd County
Prestonsburg, Kentucky

Attachment 2

Kentucky Transportation Cabinet
200 Metro Street
Frankfort, KY 40622

Kentucky Department Natural Resources
2 Hudson Hollow
Frankfort, KY 40601

U.S. Army Corp of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

Floyd County Chamber of Commerce
P.O. Box 1508
313 Westminster Street, Suite 210
Prestonsburg, KY 41653

City of Prestonsburg
200 North Lake Drive
Prestonsburg, KY 41653

Office of the Governor
The Honorable Steve Beshear
700 Capitol Ave
Frankfort, KY 40601

U.S. EPA
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Kentucky Energy & Environment Cabinet
Department for Environmental Protection
300 Fair Oaks Lane
Frankfort, KY 40601

US Fish and Wildlife
Southeast Region 4
1875 Century Blvd Suite 400
Atlanta, GA 30345

National Park Service
100 Alabama Street SW
1924 Building
Atlanta, GA 30303

USDA Kentucky NRSC State Office
771 Corporate Drive
Suite 210
Lexington, KY 40503

Attachment 3

Burroughs, JoAnn

From: Les Stapleton <les.stapleton@prestonsburgcity.org>
Sent: Monday, July 20, 2015 2:21 PM
To: Burroughs, JoAnn
Subject: CSX railway in the Prestonsburg area.

Ms. Burroughs,

I am the new Mayor here in Prestonsburg, being in office for only 6 months and having had 5 major weather events, it has been difficult to proactive with any ideas for our City. It is my belief that for Prestonsburg to become stable and productive in this ever decreasing economy, we are going to capitalize on the natural beauty and terrain of our area. I have been trying to initiate the process to make Prestonsburg a Trail Town. An opportunity to utilize your current railway line for a trail to accommodate hiking, biking or horse back. The area in question is STB Docket no. AB55.

I am very interested in trying to utilize this area and would appreciate any guidance from you on this matter.

Les Stapleton
Mayor of Prestonsburg
Office (606)886-2336
Cell (606)339-5909
Fax (606)886-0563



Jo Ann Burroughs
Manager Network Services

Attachment 4

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
Email: Jo_Burroughs@csx.com

July 13, 2015

Kentucky Transportation Cabinet
200 Metro Street
Frankfort, KY 40622

Dear Sir/Madam;

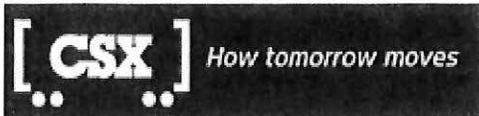
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“Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies.”



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Jo Ann Burroughs
Manager Network Services

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs

Enclosures (2)



Jo Ann Burroughs
Manager Network Services

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

August 21, 2015

Kentucky Transportation Cabinet
200 Metro Street
Frankfort, KY 40622

Dear Sir/Madam;

RE: CSX Transportation, Inc. - Proposed Abandonment - STB Docket No. AB-55 (Sub No. 745X)

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If your comments have not been received by September 14, 2015 CSXT will take the position before the STB that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

A handwritten signature in blue ink that reads 'Jo Ann Burroughs'. The signature is written in a cursive style.

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Jo Ann Burroughs
Manager Network Services

Attachment 5

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
-Mail: Jo_Burroughs@csx.com

July 13, 2015

Floyd County Chamber of Commerce
P.O. Box 1508
313 Westminster Street, Suite 210
Prestonsburg, KY 41653

Dear Sir/Madam;

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Sincerely,

Jo Ann Burroughs

Enclosures (2)



Jo Ann Burroughs
Manager Network Services

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

August 21, 2015

Floyd County Chamber of Commerce
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313 Westminster Street, Suite 210
Prestonsburg, KY 41653

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Jo Ann Burroughs
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Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Attachment 6

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
il: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

July 13, 2015

Office of the Governor
The Honorable Steve Beshear
700 Capitol Ave
Frankfort, KY 40601

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Enclosures (2)



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Jo Ann Burroughs
Manager Network Services

August 21, 2015

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The Honorable Steve Beshear
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Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423

Attachment 7



United States Department of Agriculture

NRCS

Natural
Resources
Conservation
Service

1925 Old Main Street
Suite 2
Maysville, KY 41056
1-606-759-5570

SUBJECT: PER – CSX – Transportation, Inc.

July 28, 2015

Prime Farmland Request
Southern Region, Huntington West Division, Middle Creek Subdivision
From Railroad Milepost COQ 0.0 to COQ 10.1, Floyd County, KY
STB Docket Number AB 55 (Sub-No. 745X)

TO: Jo Ann Burroughs
Manager Network Services
CSX
500 Waters Street – J200
Jacksonville, FL 32202

Ms. Burroughs,

NRCS response concerning the impact to prime agricultural farmland contiguous to the CSX's Railroad Milepost COQ 0.0 to Railroad Milepost COQ 10.1 in Floyd County, KY.

Attached is an NRCS map showing the location of prime and statewide important farmlands along the section of railroad tract between Prestonsburg and David in Floyd Co. KY as shown on the map forwarded by your office. No significant impacts to prime farmland or farmland of statewide importance is anticipated from the proposed abandonment if all salvage operations or other work is confined to the existing railroad right-of-way, those areas within built-up areas, areas already converted to non-farming uses, or to areas having soil map units that are identified by the attached legend, as not important farmland.

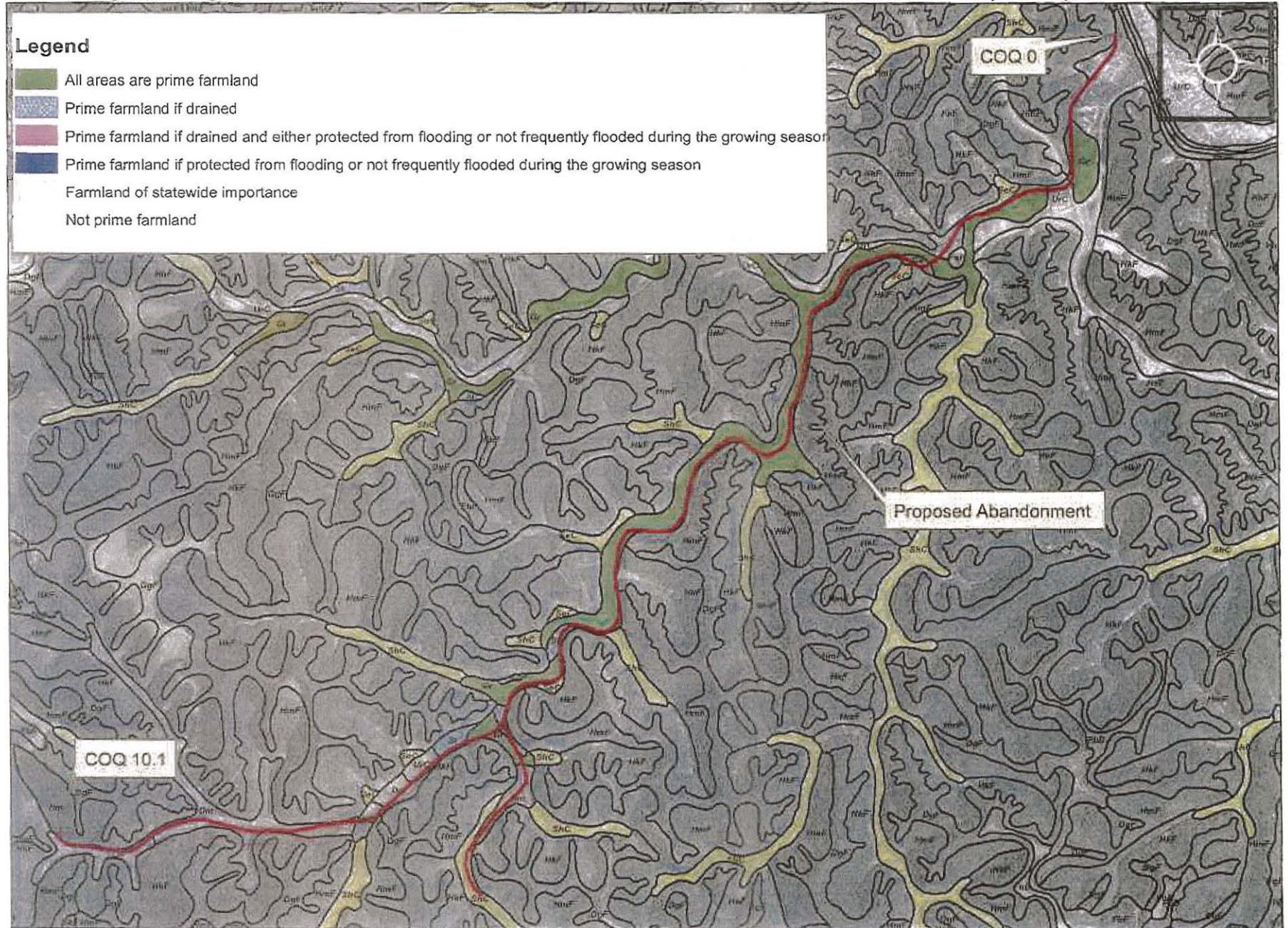
Additional information on the soils of Floyd County is available on-line at USDA's Web Soil Survey for Floyd County, KY.

If you need additional information or assistance please contact the NRCS District Conservationist for Floyd County at 606-789-5263 or myself at the above address and number.

Steve Jacobs
Resource Soil Scientist, NRCS, Maysville, Ky.
E-mail: steve.jacobs@ky.usda.gov

cc:

Chris Slone, DC, NRCS, Paintsville, KY



Prime and other Important Farmlands

This table lists the map units in the survey area that are considered important farmlands. Important farmlands consist of prime farmland, unique farmland, and farmland of statewide or local importance. This list does not constitute a recommendation for a particular land use.

In an effort to identify the extent and location of important farmlands, the Natural Resources Conservation Service, in cooperation with other interested Federal, State, and local government organizations, has inventoried land that can be used for the production of the Nation's food supply.

Prime farmland is of major importance in meeting the Nation's short- and long-range needs for food and fiber. Because the supply of high-quality farmland is limited, the U.S. Department of Agriculture recognizes that responsible levels of government, as well as individuals, should encourage and facilitate the wise use of our Nation's prime farmland.

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil quality, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, an acceptable salt and sodium content, and few or no rocks. The water supply is dependable and of adequate quality. Prime farmland is permeable to water and air. It is not excessively erodible or saturated with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding. Slope ranges mainly from 0 to 6 percent. More detailed information about the criteria for prime farmland is available at the local office of the Natural Resources Conservation Service.

For some of the soils identified in the table as prime farmland, measures that overcome a hazard or limitation, such as flooding, wetness, and droughtiness, are needed. Onsite evaluation is needed to determine whether or not the hazard or limitation has been overcome by corrective measures.

A recent trend in land use in some areas has been the loss of some prime farmland to industrial and urban uses. The loss of prime farmland to other uses puts pressure on marginal lands, which generally are more erodible, droughty, and less productive and cannot be easily cultivated.

Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, and other fruits and vegetables. It has the special combination of soil quality, growing season, moisture supply, temperature, humidity, air drainage, elevation, and aspect needed for the soil to economically produce sustainable high yields of these crops when properly managed. The water supply is dependable and of adequate quality. Nearness to markets is an additional consideration. Unique farmland is not based on national criteria. It commonly is in areas where there is a special microclimate, such as the wine country in California.

In some areas, land that does not meet the criteria for prime or unique farmland is considered to be *farmland of statewide importance* for the production of food, feed, fiber, forage, and oilseed crops. The criteria for defining and delineating farmland of statewide importance are determined by the appropriate State agencies. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some areas may produce as high a yield as prime farmland if conditions are favorable. Farmland of statewide importance may include tracts of land that have been designated for agriculture by State law.

In some areas that are not identified as having national or statewide importance, land is considered to be *farmland of local importance* for the production of food, feed, fiber, forage, and oilseed crops. This farmland is identified by the appropriate local agencies. Farmland of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Report—Prime and other Important Farmlands

Prime and other Important Farmlands—Floyd and Johnson Counties, Kentucky		
Map Symbol	Map Unit Name	Farmland Classification
AbB	Allegheny loam, 2 to 6 percent slopes, rarely flooded	All areas are prime farmland
AeB	Allegheny loam, 2 to 6 percent slopes, occasionally flooded	All areas are prime farmland
AeC	Allegheny loam, 6 to 15 percent slopes, occasionally flooded	Farmland of statewide importance
ChB	Chavies fine sandy loam, 2 to 6 percent slopes, rarely flooded	All areas are prime farmland
Co	Cotaco loam, rarely flooded	All areas are prime farmland
DAM	Dam, large	Not prime farmland
DgF	Matewan-Gilpin-Marrowbone complex, 20 to 80 percent slopes, very rocky	Not prime farmland
Dm	Dumps, coal	Not prime farmland
FbB	Fairpoint-Bethesda complex, 0 to 6 percent slopes	Not prime farmland
FbD	Fairpoint-Bethesda complex, 6 to 30 percent slopes	Not prime farmland
FbF	Fairpoint and Bethesda soils, 20 to 70 percent slopes, stony	Not prime farmland
FsF	Feds creek-Shelocta complex, 20 to 50 percent slopes	Not prime farmland
GfF	Gilpin-Feds creek-Marrowbone complex, 20 to 60 percent slopes	Not prime farmland
Gr	Grigsby fine sandy loam, occasionally flooded	All areas are prime farmland
HkF	Hazleton-Feds creek-Kimper complex, 30 to 80 percent slopes, very stony	Not prime farmland
HmF	Handshoe-Feds creek-Marrowbone complex, 30 to 80 percent slopes, very stony	Not prime farmland
HsF	Hazleton-Feds creek-Shelocta complex, 30 to 70 percent slopes, very stony	Not prime farmland
Kn	Knowlton silt loam, rarely flooded	Prime farmland if drained
MyB	Myra very channery fine sandy loam, 0 to 6 percent slopes	Not prime farmland
MyD	Myra very channery fine sandy loam, 6 to 30 percent slopes	Not prime farmland

Prime and other Important Farmlands--Floyd and Johnson Counties, Kentucky		
Map Symbol	Map Unit Name	Farmland Classification
MyF	Myra very channery fine sandy loam, 30 to 70 percent slopes, stony	Not prime farmland
NeD	Nelse loam, 4 to 25 percent slopes, frequently flooded	Not prime farmland
PsC	Potomac-Shelocta-Grigsby complex, 2 to 15 percent slopes	Not prime farmland
RaC	Rayne-Gilpin complex, 6 to 15 percent slopes	Farmland of statewide importance
RoF	Rigley-Rock outcrop complex, 30 to 70 percent slopes	Not prime farmland
SaF	Sharondale-Hazleton-Kimper complex, 30 to 80 percent slopes, extremely stony	Not prime farmland
SeC	Shelocta loam, 6 to 15 percent slopes	Farmland of statewide importance
ShC	Shelocta-Grigsby-Stokly complex, 2 to 15 percent slopes	Farmland of statewide importance
St	Stokly fine sandy loam, occasionally flooded	Prime farmland if drained
UrC	Udorthents-Urban land complex, 0 to 15 percent slopes	Not prime farmland
W	Water	Not prime farmland

Data Source Information

Soil Survey Area: Floyd and Johnson Counties, Kentucky
 Survey Area Data: Version 10, Sep 17, 2014

Map Unit Description (Brief)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the selected area. The component descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit. A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the associated soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas (components) for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

The "Map Unit Description (Brief)" report gives a brief, general description of the soil components that occur in a map unit. Descriptions of nonsoil (miscellaneous areas) and minor map unit components may or may not be included. This description is written by the local soil scientists responsible for the respective soil survey area data. A more detailed description can be generated by the "Map Unit Description" report.

Additional information about the map units described in this report is available in other Soil Data Mart reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the Soil Data Mart reports define some of the properties included in the map unit descriptions.

Report---Map Unit Description (Brief)

Floyd and Johnson Counties, Kentucky

Description Category: PHG

Map Unit: AbB---Allegheny loam, 2 to 6 percent slopes, rarely flooded

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: AeB---Allegheny loam, 2 to 6 percent slopes, occasionally flooded

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: AeC—Allegheny loam, 6 to 15 percent slopes, occasionally flooded

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: ChB—Chavies fine sandy loam, 2 to 6 percent slopes, rarely flooded

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: Co—Cotaco loam, rarely flooded

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: DAM—Dam, large

Not rated or unsuited for pasture or hayland because of soil properties.

Map Unit: DgF—Matewan-Gilpin-Marrowbone complex, 20 to 80 percent slopes, very rocky

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: Dm—Dumps, coal

Not rated or unsuited for pasture or hayland because of soil properties.

Map Unit: FbB—Fairpoint-Bethesda complex, 0 to 6 percent slopes

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: FbD—Fairpoint-Bethesda complex, 6 to 30 percent slopes

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: FbF—Fairpoint and Bethesda soils, 20 to 70 percent slopes, stony

PHG-13 Gravelly and cherty Soils. Very gravelly and cherty soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: FsF—Feds creek-Shelocta complex, 20 to 50 percent slopes

PHG-6 Deep well drained upland soils >12%. Deep, well drained silt loam, and fine sandy loam soils of the uplands with slopes more than 12 percent. Some are gravelly. Productivity potential is moderate.

Map Unit: GfF—Gilpin-Feds creek-Marrowbone complex, 20 to 60 percent slopes

PHG-7 Moderately deep upland soils. Moderately deep, silty clay loam, silt loam or fine sandy loam soils of the uplands with slopes about 6 to 30 percent and moderate productivity potential.

Map Unit: Gr—Grigsby fine sandy loam, occasionally flooded

PHG-1 Well drained bottomland soils. Deep, well drained silt loam, loam and fine sandy loam soils of the flood plains with very high productivity potential.

Map Unit: HkF—Hazleton-Feds creek-Kimper complex, 30 to 80 percent slopes, very stony

PHG-6 Deep well drained upland soils >12%. Deep, well drained silt loam, and fine sandy loam soils of the uplands with slopes more than 12 percent. Some are gravelly. Productivity potential is moderate.

Map Unit: HmF—Handshoe-Feds creek-Marrowbone complex, 30 to 80 percent slopes, very stony

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: HsF—Hazleton-Feds creek-Shelocta complex, 30 to 70 percent slopes, very stony

PHG-6 Deep well drained upland soils >12%. Deep, well drained silt loam, and fine sandy loam soils of the uplands with slopes more than 12 percent. Some are gravelly. Productivity potential is moderate.

Map Unit: Kn—Knowlton silt loam, rarely flooded

PHG-2 Somewhat poorly drained bottomland soils. Deep, somewhat poorly drained silt loam, loam and fine sandy loam soils of the flood plains with high productivity potentials.

Map Unit: MyB—Myra very channery fine sandy loam, 0 to 6 percent slopes

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: MyD—Myra very channery fine sandy loam, 6 to 30 percent slopes

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: MyF—Myra very channery fine sandy loam, 30 to 70 percent slopes, stony

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: NeD—Nelse loam, 4 to 25 percent slopes, frequently flooded

PHG-1 Well drained bottomland soils. Deep, well drained silt loam, loam and fine sandy loam soils of the flood plains with very high productivity potential.

Map Unit: PsC—Potomac-Shelocta-Grigsby complex, 2 to 15 percent slopes

PHG-1 Well drained bottomland soils. Deep, well drained silt loam, loam and fine sandy loam soils of the flood plains with very high productivity potential.

Map Unit: RaC—Rayne-Gilpin complex, 6 to 15 percent slopes

PHG-6 Deep well drained upland soils >12%. Deep, well drained silt loam, and fine sandy loam soils of the uplands with slopes more than 12 percent. Some are gravelly. Productivity potential is moderate.

Map Unit: RoF—Rigley-Rock outcrop complex, 30 to 70 percent slopes

PHG-9 Rocky and stony soils. Shallow and moderately deep, well drained rocky or stony, silty clay to loam soils of the uplands with slopes of more than 6 percent and low productivity potential.

Map Unit: SaF—Sharondale-Hazleton-Kimper complex, 30 to 80 percent slopes, extremely stony

PHG-6 Deep well drained upland soils >12%. Deep, well drained silt loam, and fine sandy loam soils of the uplands with slopes more than 12 percent. Some are gravelly. Productivity potential is moderate.

Map Unit: SeC—Shelocta loam, 6 to 15 percent slopes

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: ShC—Shelocta-Grigsby-Stokly complex, 2 to 15 percent slopes

PHG-5 Deep well drained upland soils 0-30%. Deep, well drained silt loam, loam and fine sandy loam soils of the uplands and stream terraces with slopes of 0 to 30 percent. Some have gravelly and sandy subsoils. Productivity potential is moderate to high.

Map Unit: St—Stokly fine sandy loam, occasionally flooded

PHG-2 Somewhat poorly drained bottomland soils. Deep, somewhat poorly drained silt loam, loam and fine sandy loam soils of the flood plains with high productivity potentials.

Map Unit: UrC—Udorthents-Urban land complex, 0 to 15 percent slopes

Not rated or unsuited for pasture or hayland because of soil properties.

Data Source Information

Soil Survey Area: Floyd and Johnson Counties, Kentucky

Survey Area Data: Version 10, Sep 17, 2014



Jo Ann Burroughs
Manager Network Services

Received 7-27-15

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

July 13, 2015

USDA Kentucky NRSC State Office
771 Corporate Drive
Suite 210
Lexington, KY 40503

Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to **abandon our common carrier obligation** in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

The **approximate 11.4 mile line segment is a dead end spur** as depicted on the attached map. There has been no traffic on the line for at least two (2) years. A 9.1 mile section of this line was filed for abandonment with the STB on February 9, 2004 and then leased to a coal company and another part of line was under a Notice of Interim Trail Use (NITU). The lease was terminated in July of 2015 and the NITU has expired. The consummation date for the abandonment has also expired.

The purpose of the proposed action is to re-file to **abandon** our common carrier obligation and subsequently **salvage the track, ties and signal equipment**. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3) (ii) require that CSXT develop a response to the following statement:

"Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land."



Jo Ann Burroughs
Manager Network Services

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

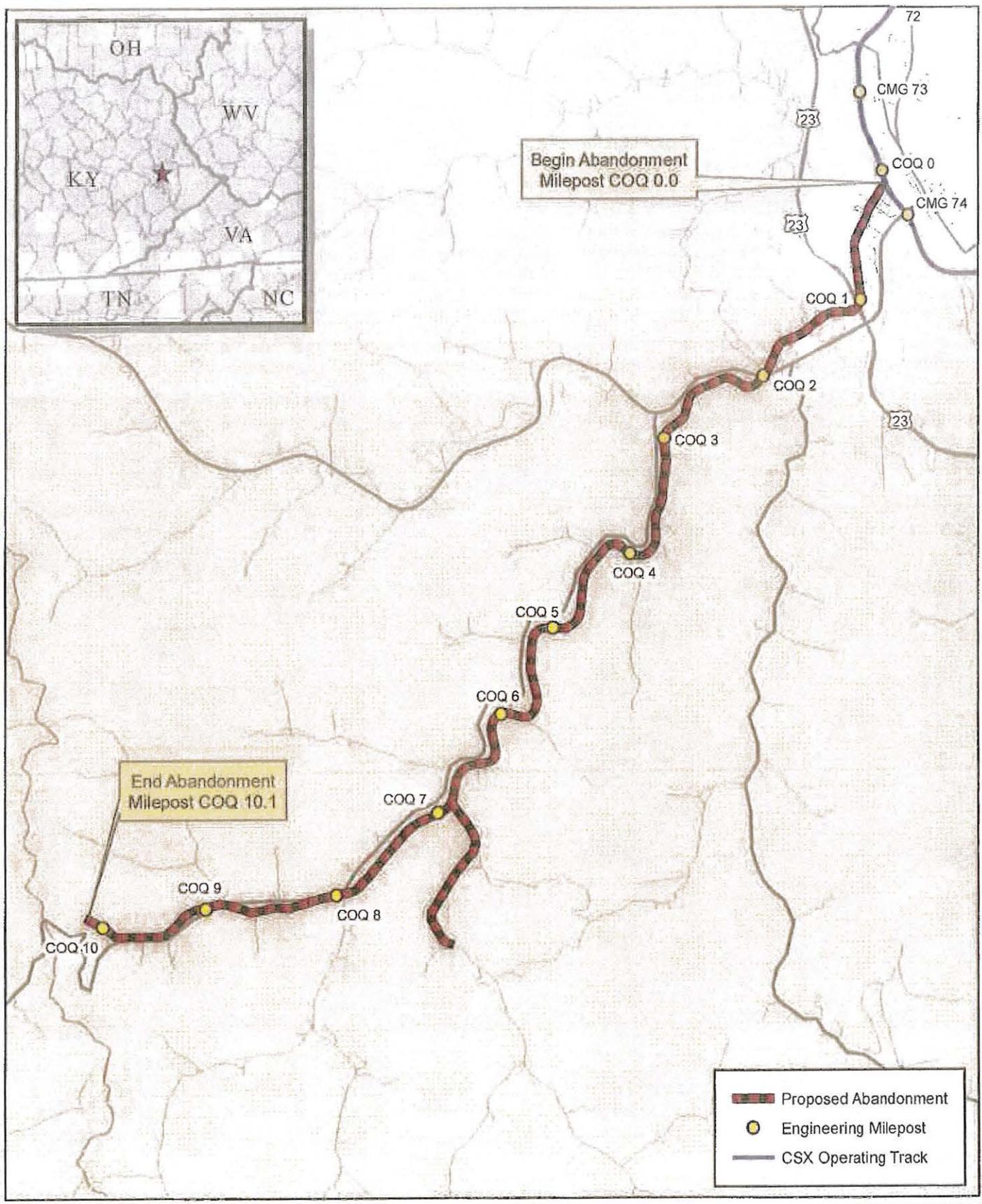
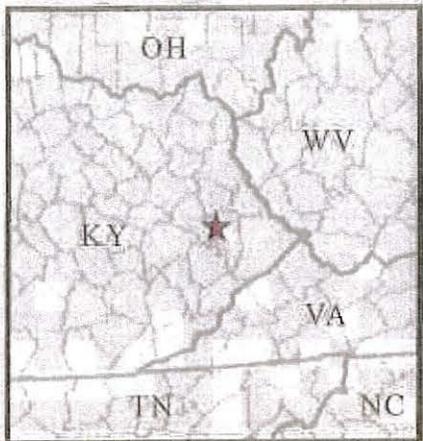
Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in cursive script that reads 'Jo Ann Burroughs'.

Jo Ann Burroughs

Enclosures (2)



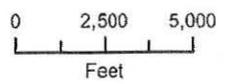
Begin Abandonment
Milepost COQ 0.0

End Abandonment
Milepost COQ 10.1

-  Proposed Abandonment
-  Engineering Milepost
-  CSX Operating Track



CSX Transportation, Inc.
Proposed Abandonment, Prestonsburg to David
Milepost COQ 0.0 - COQ 10.1 (11.4 Miles Total)
STB Docket No. AB55 (Sub No. 745X)
Huntington West Division - Middle Creek Subdivision
Floyd County, Kentucky



CSXT Abandonment External Distribution List
Floyd County
Prestonsburg, Kentucky

Kentucky Heritage Council
State Historic Preservation Office
Att. Ms. Jill Howe
300 Washington Street
Frankfort, KY 40601

U.S. EPA
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Kentucky Transportation Cabinet
200 Metro Street
Frankfort, KY 40622

Kentucky Energy & Environment Cabinet
Department for Environmental Protection
300 Fair Oaks Lane
Frankfort, KY 40601

Kentucky Department Natural Resources
2 Hudson Hollow
Frankfort, KY 40601

National Geodetic Survey
Simon.Monroe@noaa.gov

U.S. Army Corp of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

US Fish and Wildlife
Southeast Region 4
1875 Century Blvd Suite 400
Atlanta, GA 30345

Floyd County Chamber of Commerce
P.O. Box 1508
313 Westminster Street, Suite 210
Prestonsburg, KY 41653

Kentucky Division of Water
200 Fair Oaks Lane
Frankfort, KY. 40601

City of Prestonsburg
200 North Lake Drive
Prestonsburg, KY 41653

National Park Service
100 Alabama Street SW
1924 Building
Atlanta, GA 30303

Office of the Governor
The Honorable Steve Beshear
700 Capitol Ave
Frankfort, KY 40601

USDA Kentucky NRSC State Office
771 Corporate Drive
Suite 210
Lexington, KY 40503



Jo Ann Burroughs
Manager Network Services

Attachment 8

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
Jo_Burroughs@csx.com

July 13, 2015

US Fish and Wildlife
Southeast Region 4
1875 Century Blvd Suite 400
Atlanta, GA 30345

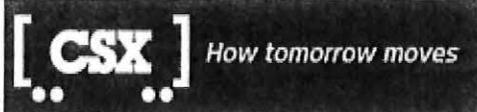
Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon our common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

The approximate 11.4 mile line segment is a dead end spur as depicted on the attached map. There has been no traffic on the line for at least two (2) years. A 9.1 mile section of this line was filed for abandonment with the STB on February 9, 2004 and then leased to a coal company and another part of line was under a Notice of Interim Trail Use (NITU). The lease was terminated in July of 2015 and the NITU has expired. The consummation date for the abandonment has also expired.

The purpose of the proposed action is to re-file to abandon our common carrier obligation and subsequently salvage the track, ties and signal equipment. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged.

The action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (8) (i) and (ii) requires that CSXT develop responses to the following statements:



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

- (i) *Based on consultation with the U. S. Fish and Wildlife Service state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.*
- (ii) *State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.*

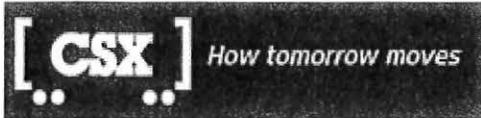
Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs
Enclosures (2)



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

August 21, 2015

US Fish and Wildlife
Southeast Region 4
1875 Century Blvd Suite 400
Atlanta, GA 30345

Dear Sir/Madam;

RE: CSX Transportation, Inc. - Proposed Abandonment - STB Docket No. AB-55 (Sub No. 745X)

Please be advised that on or about September 18, 2015 CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

Attached is a preliminary Environmental Report describing the proposed action and includes information we have received from your agencies. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the STB, we will incorporate into it any comments that we receive from you. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Number. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by September 14, 2015 CSXT will take the position before the STB that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jo Ann Burroughs', is written over a light blue horizontal line.

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Attachment 9

ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

DEPARTMENT FOR ENVIRONMENTAL PROTECTION
300 FAIR OAKS LANE
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-2150
FAX (502) 564-4245
www.dep.ky.gov

Leonard K. Peters
Secretary

R. Bruce Scott
Commissioner

August 12, 2015

Jo Ann Burroughs
CSX Corporation
500 Water Street – J-315
Jacksonville, FL 32202

Re: SERO 2015-24
CSX Notice of Exemption- Track Abandonment
Prestonsburg to David, Floyd County

Ms. Burroughs,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies.

We received your correspondence dated July 13, 2015. Your letter requested the departments input on the proposed track abandonment project and any potential conflicts with water quality standards. The following comments are submitted in reference to this project.

Comments from the Division of Water:

There are no Outstanding State Resource Waters, Wild Rivers or known Exceptional Waters within the project area. Best management practices shall be utilized to reduce runoff from the project into surface waters.

There are no permits and approvals needed from the Groundwater Section for this project to proceed. Because it will involve some construction activities, CSX

should be made aware of the requirements of 401 KAR 5:037, Groundwater Protection Plans, and the need to develop Best Management Practices for any activities identified in the regulation that will be conducted on site with the abandonment of the rail line in regards to protection of the groundwater.

This comment is in regards to CSX's statement to leave all trail related structures, such as bridges, trestles, culverts and tunnels in place. This portion of Floyd County has a high rate of flooding. Since failure to implement proper maintenance can cause additional flooding issues for local landowners, DOW would be open to either removal of the structures and remediation or development of a maintenance plan of action. This action plan should detail how CSX intends to maintain these areas in good condition to keep them free of drift and debris (KRS 151.250, 401 KAR 4:060 Section 3(1)). DOW would still require a maintenance requirement even if CSX removes the line since CSX previously received authorization from DOW for the installation of these structures.

Comments from the Division of Waste Management:

All solid waste generated by this project must be disposed at a permitted facility. If underground storage tanks are encountered, they must be properly addressed. If any additional contaminants are encountered during this project, they must be properly addressed.

Comments from the Division of Air Quality:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet.

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure.

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of Kentucky.

§ Utilize alternatively fueled equipment.

§ Utilize other emission controls that are applicable to your equipment.

§ Reduce idling time on equipment.

Kentucky Heritage Council:

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments.

If you should have any questions, please contact me at (502) 564-2150, ext. 3125.

Sincerely,

A handwritten signature in cursive script that reads "Ronald T Price".

Ronald T. Price
State Environmental Review Officer
Kentucky Department for Environmental Protection



Attachment 10

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

July 13, 2015

U.S. Army Corp of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon our common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

The approximate 11.4 mile line segment is a dead end spur as depicted on the attached map. There has been no traffic on the line for at least two (2) years. A 9.1 mile section of this line was filed for abandonment with the STB on February 9, 2004 and then leased to a coal company and another part of line was under a Notice of Interim Trail Use (NITU). The lease was terminated in July of 2015 and the NITU has expired. The consummation date for the abandonment has also expired.

The purpose of the proposed action is to re-file to abandon our common carrier obligation and subsequently salvage the track, ties and signal equipment. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9) (ii) require that CSXT develop responses to the following statement:

“Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects.”



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs
Enclosures (2)



Jo Ann Burroughs
Manager Network Services

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

August 21, 2015

U.S. Army Corp of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

Dear Sir/Madam;

RE: CSX Transportation, Inc. - Proposed Abandonment - STB Docket No. AB-55 (Sub No. 745X)

Please be advised that on or about September 18, 2015 CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

Attached is a preliminary Environmental Report describing the proposed action and includes information we have received from your agencies. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the STB, we will incorporate into it any comments that we receive from you. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Number. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within twenty days, would be appreciated.



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by September 14, 2015 CSXT will take the position before the STB that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jo Ann Burroughs', written in a cursive style.

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Jo Ann Burroughs
Manager Network Services

Attachment 11

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
Email: Jo_Burroughs@csx.com

July 13, 2015

U.S. EPA

Region 4

Sam Nunn Atlanta Federal Center

61 Forsyth Street, SW

Atlanta, GA 30303

Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon our common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

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The purpose of the proposed action is to re-file to abandon our common carrier obligation and subsequently salvage the track, ties and signal equipment. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

(i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

(iii) "State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time. As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs
Enclosures (2)



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

August 21, 2015

U.S. EPA
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

Dear Sir/Madam;

RE: CSX Transportation, Inc. - Proposed Abandonment - STB Docket No. AB-55 (Sub No. 745X)

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Jo Ann Burroughs
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by September 14, 2015 CSXT will take the position before the STB that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

A handwritten signature in blue ink that reads 'Jo Ann Burroughs'. The signature is fluid and cursive.

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423

Attachment 12

Burroughs, JoAnn

From: Beard, Sara (EEC) <Sara.Beard@ky.gov>
Sent: Monday, September 14, 2015 11:47 AM
To: Burroughs, JoAnn
Subject: Abandon line - Floyd Co.

Ms. Burroughs,

The Kentucky Division of Water received notification from CSX on September 14, 2015 (letter dated July 13, 2015) regarding a proposal to abandon an 11.4 mile section of line in Floyd County. If CSX will be disturbing 1.0 acre or more at a given time to complete this project, a discharge permit for stormwater associated with construction activities will be required. If this is the case, please apply for coverage under Kentucky's general permit, KYR10, using the following electronic Notice of Intent (eNOI): <https://dep.gateway.ky.gov/eForms/default.aspx?FormID=48>. Otherwise, no permit will be required.

If you have specific questions regarding this permit, please contact Justina Riddick at the number below or SWPBSupport@ky.gov. Thank you.

Sara Beard, P.E.

Environmental Engineer Branch Manager
Surface Water Permits Branch
KY Division of Water
200 Fair Oaks Lane
Frankfort, KY 40601
(502) 564-3410 ext. 4924



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

July 13, 2015

National Geodetic Survey
Simon.Monroe@noaa.gov

Dear Mr. Simon Monroe;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon our common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

The approximate 11.4 mile line segment is a dead end spur as depicted on the attached map. There has been no traffic on the line for at least two (2) years. A 9.1 mile section of this line was filed for abandonment with the STB on February 9, 2004 and then leased to a coal company and another part of line was under a Notice of Interim Trail Use (NITU). The lease was terminated in July of 2015 and the NITU has expired. The consummation date for the abandonment has also expired.

The purpose of the proposed action is to re-file to abandon our common carrier obligation and subsequently salvage the track, ties and signal equipment. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged.

Please advise if there are any geodetic markers which could be affected by the proposed transaction.

Sincerely,

Jo Ann Burroughs
Enclosures (2)

Burroughs, JoAnn

From: Simon Monroe <simon.monroe@noaa.gov>
Sent: Thursday, July 23, 2015 5:00 PM
To: Burroughs, JoAnn
Cc: Surface Transportation Board; Lucy Hall; Simon Monroe
Subject: NGS Response, STB Docket AB-55 (SUB NO. 745X)

Thank you for sharing your railroad abandonment environmental report for PRESTONSBURG, Floyd County, KENTUCKY.

Approximately 09 geodetic survey marks may be located in the area described.

If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station marks are described on the attached file. Additional advice is provided at <http://geodesy.noaa.gov/marks/railroads/>

|----|-----|-
-|-----|-----|-----|----|-|-----

|...|GY1509|. 2|88/ADJUSTED|N373611.....|W0825248.....|D...|G|X 284

|...|GY1508|. 2|88/ADJUSTED|N373617.....|W0825143.....|A...|G|W 284

|...|GY1504|. 2|88/ADJUSTED|N373647.....|W0825053.....|B...|G|H 283

|...|GY1505|. 2|88/ADJUSTED|N373720.....|W0825027.....|C...|G|G 283
RESET 1952

|...|GY1506|. 2|88/ADJUSTED|N373754.....|W0824946.....|A...|G|F 283

|...|GY1484|. 2|88/ADJUSTED|N373902.....|W0824857.....|C...|X|D 283

|...|GY1483|. 2|88/ADJUSTED|N373916.....|W0824800.....|D...|N|A 284

|...|GY1340|. 2|88/ADJUSTED|N374018.....|W0824649.....|C...|N|F 86

EXHIBIT E- HISTORIC REPORT

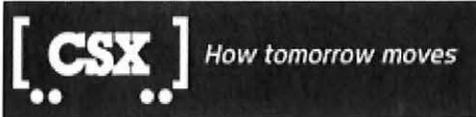
HISTORIC REPORT CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Historic Report in Docket No. AB-55 (Sub-No. 745X) was mailed via first class mail on July 13, 2015, to the following parties:

Kentucky Heritage Council
State Historic Preservation Office
Att. Ms. Jill Howe
300 Washington Street
Frankfort, KY 40601



Melanie Yasbin
October 5, 2015



Jo Ann Burroughs
Manager Network Services

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

July 13, 2015

Kentucky Heritage Council
State Historic Preservation Office
Att. Ms. Jill Howe
300 Washington Street
Frankfort, KY 40601

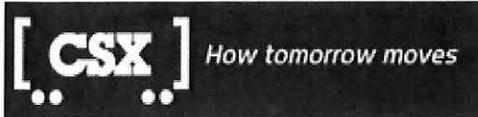
Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon our common carrier obligation in the Southern Region, Huntington West Division, Middle Creek Subdivision, from Railroad Milepost COQ 0.0 to COQ 10.1. The distance is approximately 11.4 miles from Prestonsburg to David, Floyd County, Kentucky. STB Docket number AB 55 (Sub-No. 745X).

The approximate 11.4 mile line segment is a dead end spur as depicted on the attached map. There has been no traffic on the line for at least two (2) years. A 9.1 mile section of this line was filed for abandonment with the STB on February 9, 2004 and then leased to a coal company and another part of line was under a Notice of Interim Trail Use (NITU). The lease was terminated in July of 2015 and the NITU has expired. The consummation date for the abandonment has also expired.

The purpose of the proposed action is to re-file to abandon our common carrier obligation and subsequently salvage the track, ties and signal equipment. All trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged.

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In accordance with those Regulations, I am attaching a revised Historic Report covering the above-proposed abandonment.



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-1247
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

We would appreciate receiving a letter from your office confirming that this project will have no impact upon cultural resources.

If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs
Enclosures

June 1, 2015

HISTORIC REPORT

**CSX TRANSPORTATION, INC.
Prestonsburg to David, Floyd County Kentucky
DOCKET AB-55 (SUB-NO. 745X)**

1105.7(e)(1)

PROPOSED ACTION AND ALTERNATIVES. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable detailed map and drawings clearly delineating the project.

CSXT proposes to abandon approximately 11.4 miles of its rail line between from Railroad Milepost COQ 0 to Railroad Milepost COQ 10.1, known as the Middle Creek Subdivision, in Prestonsburg to David, Floyd County, Kentucky.

The above referenced 11.4-mile line has not generated any originating or terminating traffic in over 2 years.

On February 9, 2004, CSXT filed for abandonment of our common carrier obligation on this line. The abandonment was approved by the STB and the line was leased out to a coal company. A portion of this line was under a Notice of Interim Trail Use Agreement (NITU) with the Middle Creek National Battlefield Foundation. The rail line traverses the Middle Creek National Battlefield which is a National Historic Landmark. The lease of the line has been terminated, and the NITU and the abandonment authority from the STB have both expired. We are re-filing to abandon our common carrier obligation, welcoming the opportunity to work with the Commonwealth of Kentucky and the Middle Creek National Battlefield Foundation to establish another NITU.

An Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade structures. All trail related structures,

such as bridges, trestles, culverts and tunnels will not be salvaged. Finally, the operations and maintenance of this line will cease.

The only alternative would be to not abandon passing the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

A map which delineates the proposed project is attached. (See Attachment 1)

1105.8(d)

- (1) **A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.**

Attached is a copy of the Prestonsburg, Martin and David quadrangle topographic map prepared by the CSX Properties Group.

The line to be abandoned has been identified by a heavy red line with black dashes. (See Attachment 2)

There are thirteen (13) CSXT-owned structures that are 50 years old (or older) that may be eligible for listing in the National Register as part of this proposed action.

As a result of CSXT's required maintenance practice to repair timber trestle bridges on an "ongoing and as needed" basis, CSXT does not consider timber trestle bridges as "historic". Repair and/or maintenance records are not retained due to the unique safety requirements that timber trestle bridges retain, changing the historic qualities of such bridges due to safety and operational requirements.

- (2) **A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristic of the surrounding area:**

The right of way width along this line of railroad is approximately 50

feet from the centerline of track.

This rail line traverses a few small communities, the Middle Creek National Battlefield, closely parallels KY State Highway 404 and follows the meandering of the Middle Creek, Left Fork, Lick Fork and Caney Creeks. It is located in a mountainous, forested area that previously contained several strip mines and mine dumps.

- (3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:**

Photographs can be taken and forwarded upon request.

- (4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known:**

Bridge No. 1.4 is located in the town of Prestonsburg KY near Railroad Milepost COQ 1.40. This is a 7 foot metal corrugated pipe bridge constructed by the Chesapeake & Ohio Railway (C&O) in 1941.

Bridge No. 1.8 is located in the town of Prestonsburg KY near Railroad Milepost COQ 1.8. This is a 5 foot metal corrugated pipe bridge constructed by the C&O in 1941 with a substructure of stone.

Bridge No. FH-19 is located in the town of Prestonsburg KY near Railroad Milepost COQ 1.9. This is a 90 foot overhead highway bridge built by the Commonwealth of Kentucky in 1963.

Bridge No. 20 is located in the town of Prestonsburg KY near Railroad Milepost COQ 2.00. This is an 84 foot steel open deck timber bridge built by C&O in 1942 over the Middle Creek.

Bridge No. 39 is located east of Prestonsburg KY near Railroad Milepost COQ 3.90. This is a 37.4 foot steel open deck timber bridge built by C&O in 1941 and modified in 2006 over Allen Creek.

Bridge No. 54 is located in Sampson KY near Railroad Milepost COQ 5.40. This is an 8 foot metal corrugated pipe bridge constructed by the C&O in 1944.

Bridge No. 57 is located in Sampson KY near Railroad Milepost COQ 5.70. This is a 37.8 foot steel open deck timber bridge built by C&O in 1941 and modified in 2006 over Hicks Branch.

Bridge No. 68 is located near David KY near Railroad Milepost COQ 6.80. This is a 65 foot steel open deck timber bridge built by C&O in 1941 over the Caney Creek.

Bridge No. 78 is located near David KY near Railroad Milepost COQ 7.80. This is a 112.6 foot timber deck beam bridge built by C&O in 1941 over Left Fork.

Bridge No. 79 is located near David KY near Railroad Milepost COQ 7.90. This is a 96 foot steel open deck timber bridge built in 1941 over Left Fork.

Bridge No. 83 is located in David KY near Railroad Milepost COQ 8.30. This is a 36.6 foot timber open deck bridge built in 1941 by C&O over Lick Fork.

Bridge No. 86 is located in David KY near Railroad Milepost COQ 8.60. This is a 6 foot metal corrugated pipe bridge constructed by C&O in 1941.

Bridge No. 89 is located in David KY near Railroad Milepost COQ 8.90. This is a timber open deck timber bridge built in 1941 by C&O over the Lick Fork.

These structures have been modified as necessary throughout their existence to maintain safe railroad operation and provide access to perform routine maintenance.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

This property was acquired by the Chesapeake & Ohio Railway Company (C&O) between 1941 and 1942. Construction of this line was completed on January 20, 1942 and was built to serve several coal mines, none of which are active today. The C&O was incorporated under the general laws of Virginia and West Virginia on July 1, 1878.

On February 26, 1973, the Chessie System Inc. was formed, and Chessie System Railroads was adopted as the new corporate identity for the C&O, B&O and WM Railroads. On November 1, 1980, Seaboard Coast Line Industries Inc. and Chessie System Inc. merged to become CSX Corporation. On April 30, 1987, the Baltimore & Ohio Railroad Company was then merged into the Chesapeake and Ohio Railway Company. The Chesapeake and Ohio Railway Company was merged into CSX Transportation on September 2, 1987.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease.

- (6) **A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:**

An Engineering Sketch of the Bridge Numbers 1.4, 20, 39, 68, 78 and 83 has been included. (See Attachment CD 3) We do not have the other bridges plans in our engineering data base.

- (7) **An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):**

A review of our records indicates there are thirteen (13) CSXT-owned structures over 50 years old on this line segment that may be eligible for listing in the National Register.

To our knowledge, we do not know of any significance or uniqueness to these structures that would warrant your consideration. This line is not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a

significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

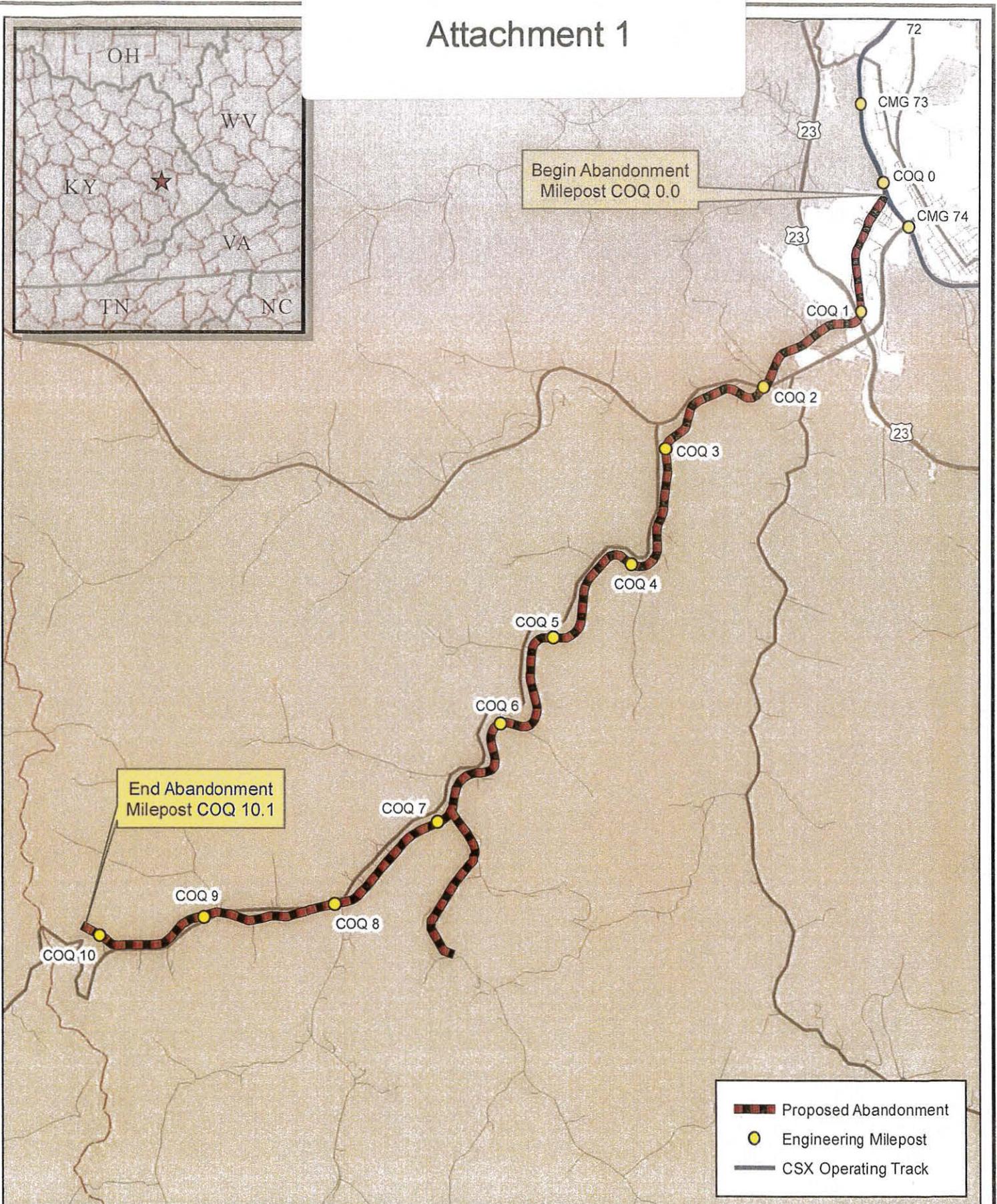
In a letter dated December 20, 2004, the Kentucky Heritage Council (the State Historic Preservation Office or SHPO) indicates that the bridges associated with the line are not eligible for the National Register of Historic Places (National Register). (See Attachment 4) However the SHPO states that a segment of the line lies within the Middle Creek National Battlefield, which is a National Historic Landmark.

We do not know of any archeological resources or any other previously existing historic properties in the project area.

- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

This line was disturbed during construction by cuts and fill. Any archeological resources that may have existed in the proposed project area would have been impacted at that time rather than during the proposed salvage operations associated with rail removal. Additionally our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

Attachment 1



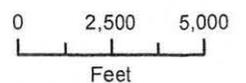
Begin Abandonment
Milepost COQ 0.0

End Abandonment
Milepost COQ 10.1

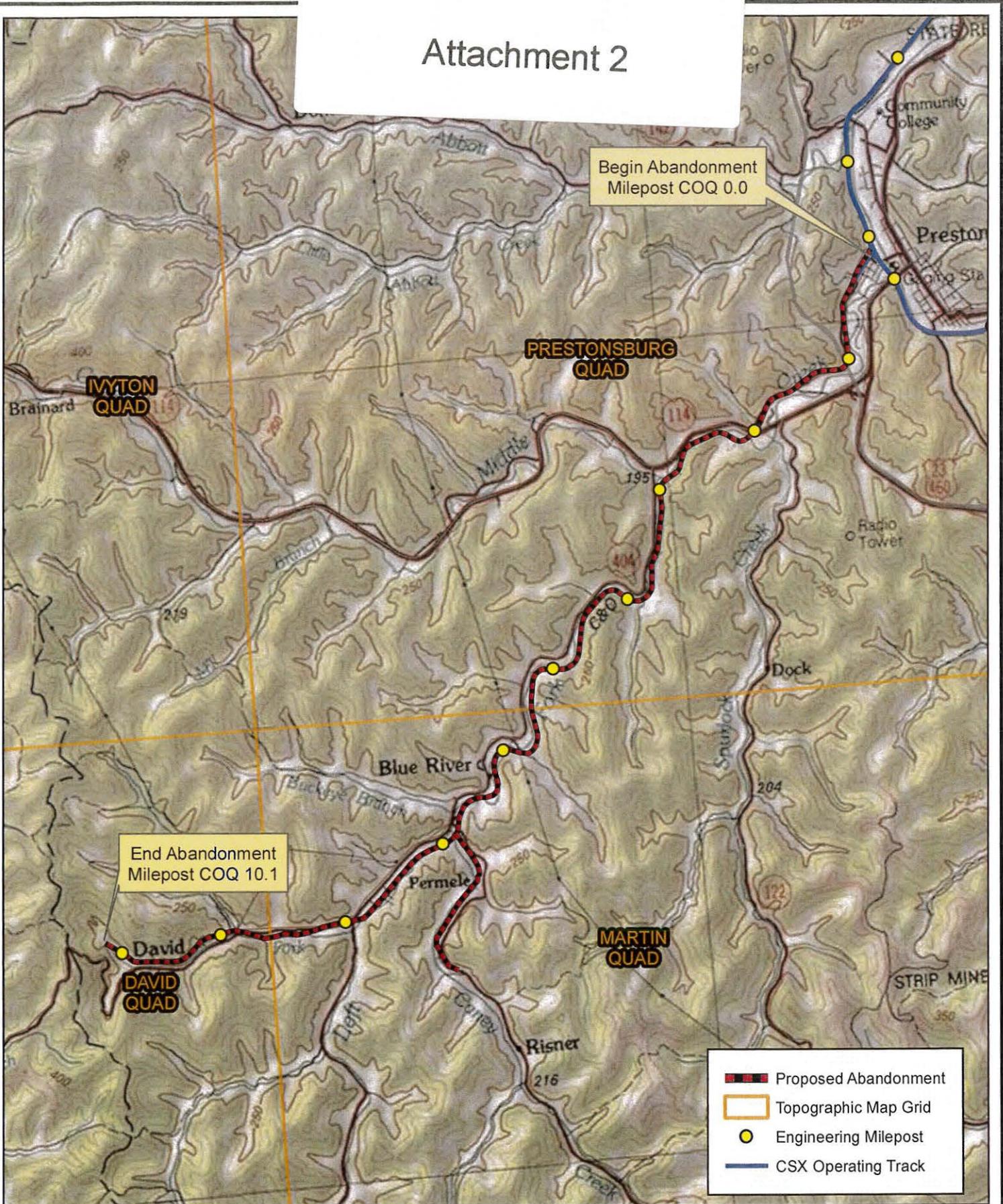
- Proposed Abandonment
- Engineering Milepost
- CSX Operating Track



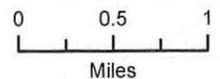
CSX Transportation, Inc.
Proposed Abandonment, Prestonsburg to David
Milepost COQ 0.0 - COQ 10.1 (11.4 Miles Total)
STB Docket No. AB55 (Sub No. 745X)
Huntington West Division - Middle Creek Subdivision



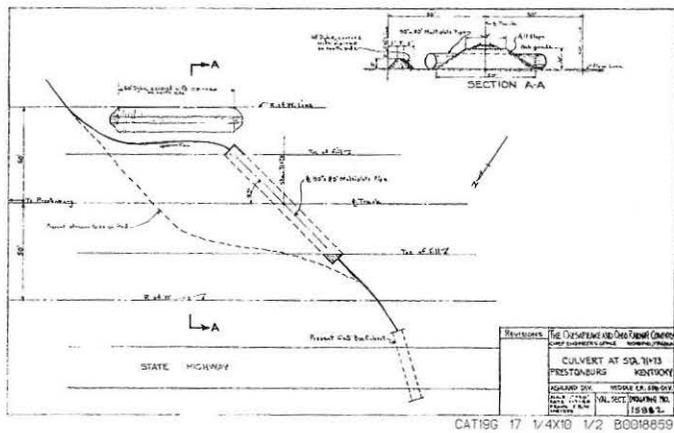
Attachment 2

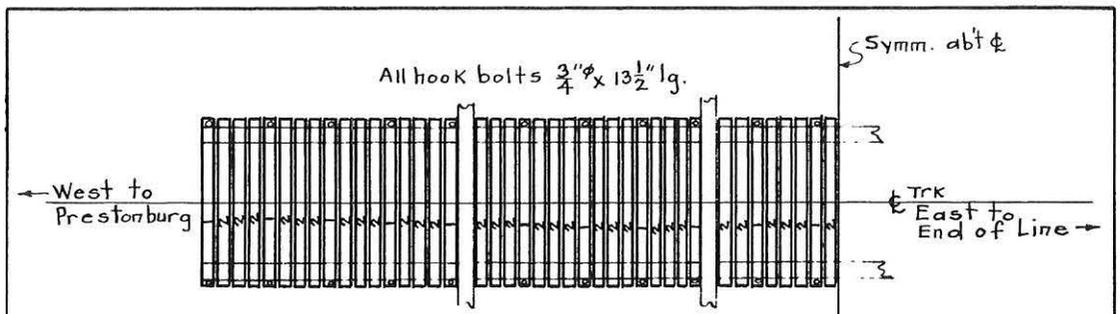


CSX Transportation, Inc.
Proposed Abandonment, Prestonsburg to David
Milepost COQ 0.0 - COQ 10.1 (11.4 Miles Total)
STB Docket No. AB55 (Sub No. 745X)
Huntington West Division - Middle Creek Subdivision
Floyd County, Kentucky

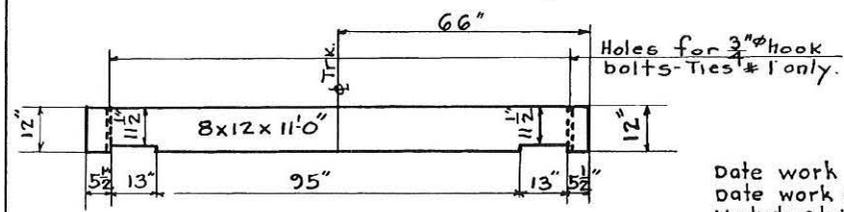


Attachment 3





Bore ties for 130# P.S. running rail
 " " " 100 R.B. steel guard rail
PLAN
 Scale $\frac{1}{8}'' = 1'-0''$



Date work started 12-6-40
 Date work completed 1-20-42
 Work done by: Haley, Chisholm & Morris, Co. Inc.

REQD: 22 TIES #1
 " 60 " #2

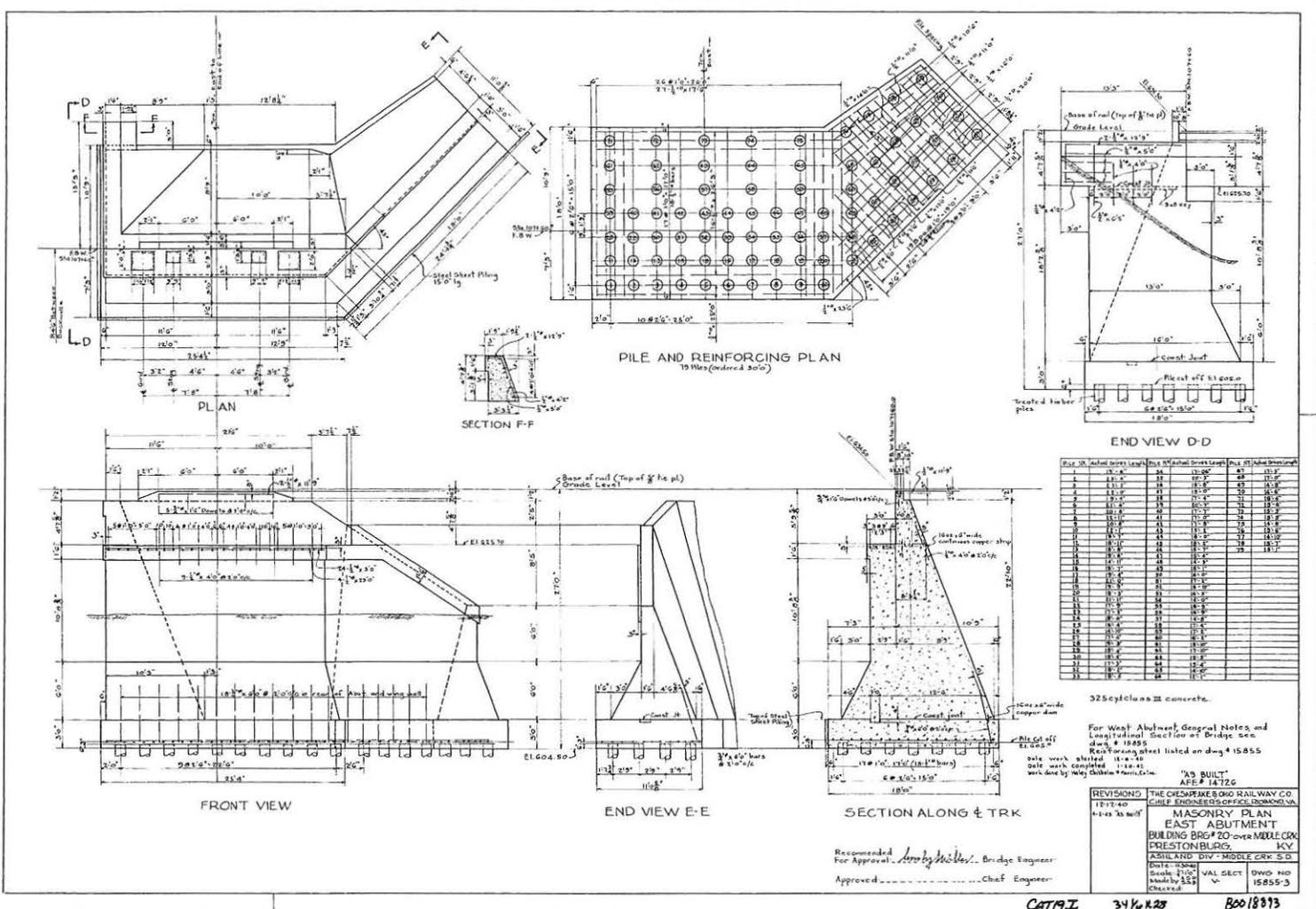
"AS BUILT"
 A.F.E. #14-726

Recommended For Approval _____
 Bridge Engineer

Approved: _____
 Chief Engineer

REVISIONS	THE CHESAPEAKE & OHIO RAILWAY CO. CHIEF ENGINEER'S OFFICE, RICHMOND, VA.	
#1-43 "As Built"	TIE PLAN BUILDING BRG #20 OVER MIDDLE CREEK PRESTONBURG, KY. ASHLAND DIV. - MIDDLE CRK. S.D.	
Date: 11-19-40 Scale: As noted Made by: [Signature] Checked: RSE	VAL. SECT. V-	DWG. No. 15855-2

CAT 19 I 9 1/2 x 8 130018894



PILE AND REINFORCING PLAN
10 Meters (around 2010)

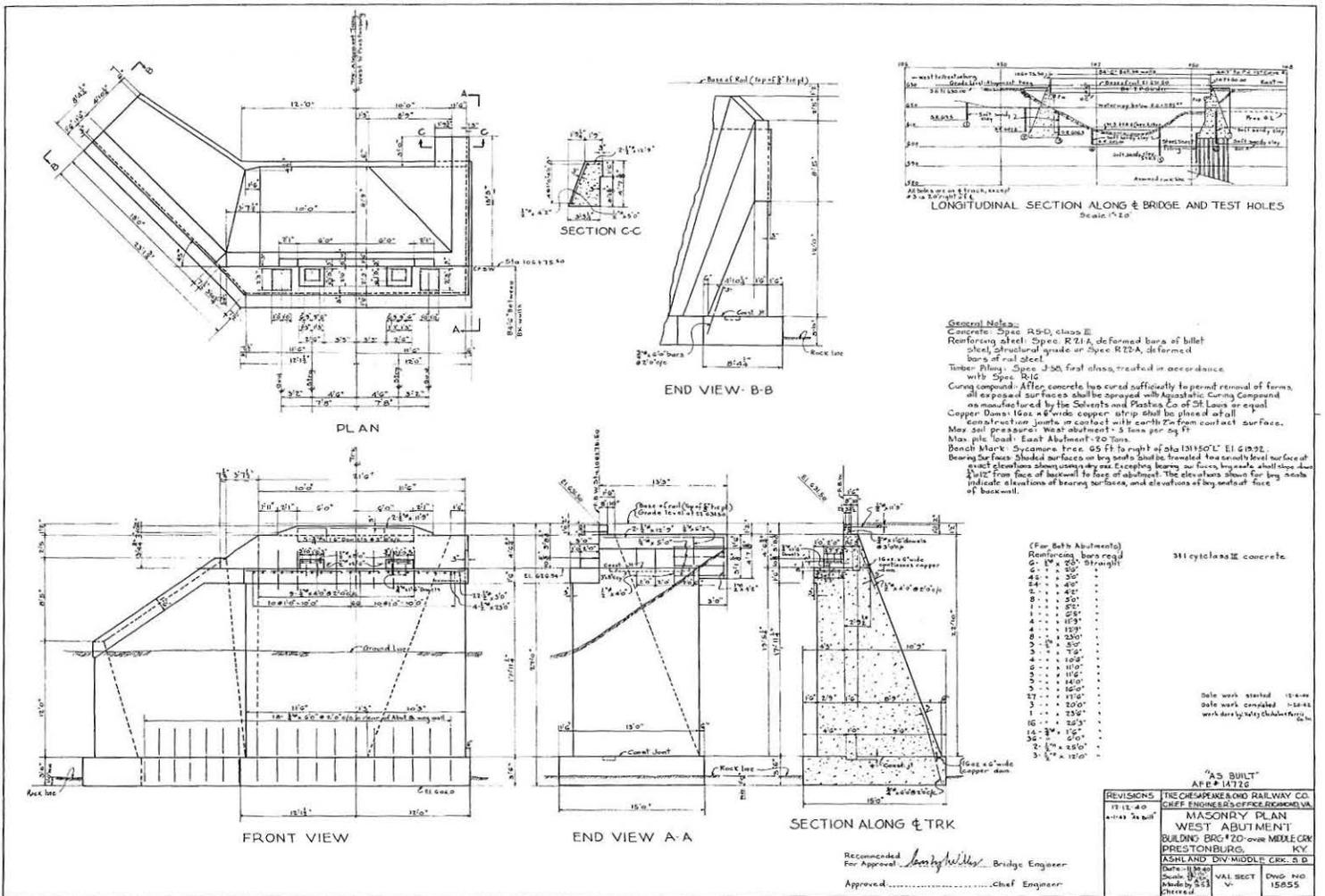
END VIEW D-D

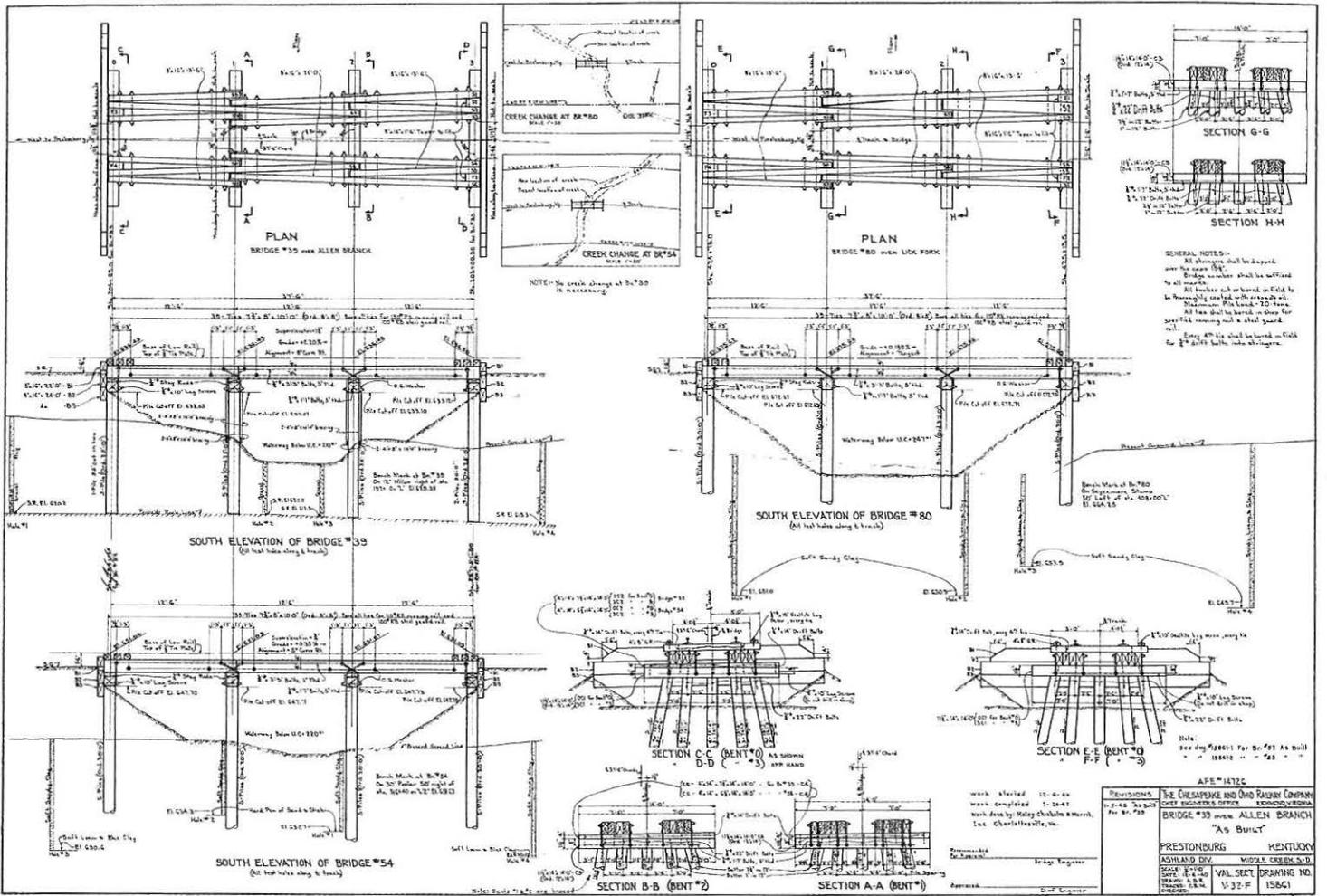
Pile No.	Actual Depth	Design Depth	Design Diameter
1	18.0	18.0	48"
2	18.0	18.0	48"
3	18.0	18.0	48"
4	18.0	18.0	48"
5	18.0	18.0	48"
6	18.0	18.0	48"
7	18.0	18.0	48"
8	18.0	18.0	48"
9	18.0	18.0	48"
10	18.0	18.0	48"
11	18.0	18.0	48"
12	18.0	18.0	48"
13	18.0	18.0	48"
14	18.0	18.0	48"
15	18.0	18.0	48"
16	18.0	18.0	48"
17	18.0	18.0	48"
18	18.0	18.0	48"
19	18.0	18.0	48"
20	18.0	18.0	48"
21	18.0	18.0	48"
22	18.0	18.0	48"
23	18.0	18.0	48"
24	18.0	18.0	48"
25	18.0	18.0	48"
26	18.0	18.0	48"
27	18.0	18.0	48"
28	18.0	18.0	48"
29	18.0	18.0	48"
30	18.0	18.0	48"
31	18.0	18.0	48"
32	18.0	18.0	48"
33	18.0	18.0	48"
34	18.0	18.0	48"
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40	18.0	18.0	48"
41	18.0	18.0	48"
42	18.0	18.0	48"
43	18.0	18.0	48"
44	18.0	18.0	48"
45	18.0	18.0	48"
46	18.0	18.0	48"
47	18.0	18.0	48"
48	18.0	18.0	48"
49	18.0	18.0	48"
50	18.0	18.0	48"

325 cy class III concrete.
 For West Abutment General Notes and Longitudinal Section at Bridge No. 415855
 Rebar from steel listed on drawing 415855
 pile work started 11-1-40
 pile work completed 1-14-41
 work done by May Chisham + firm, etc.

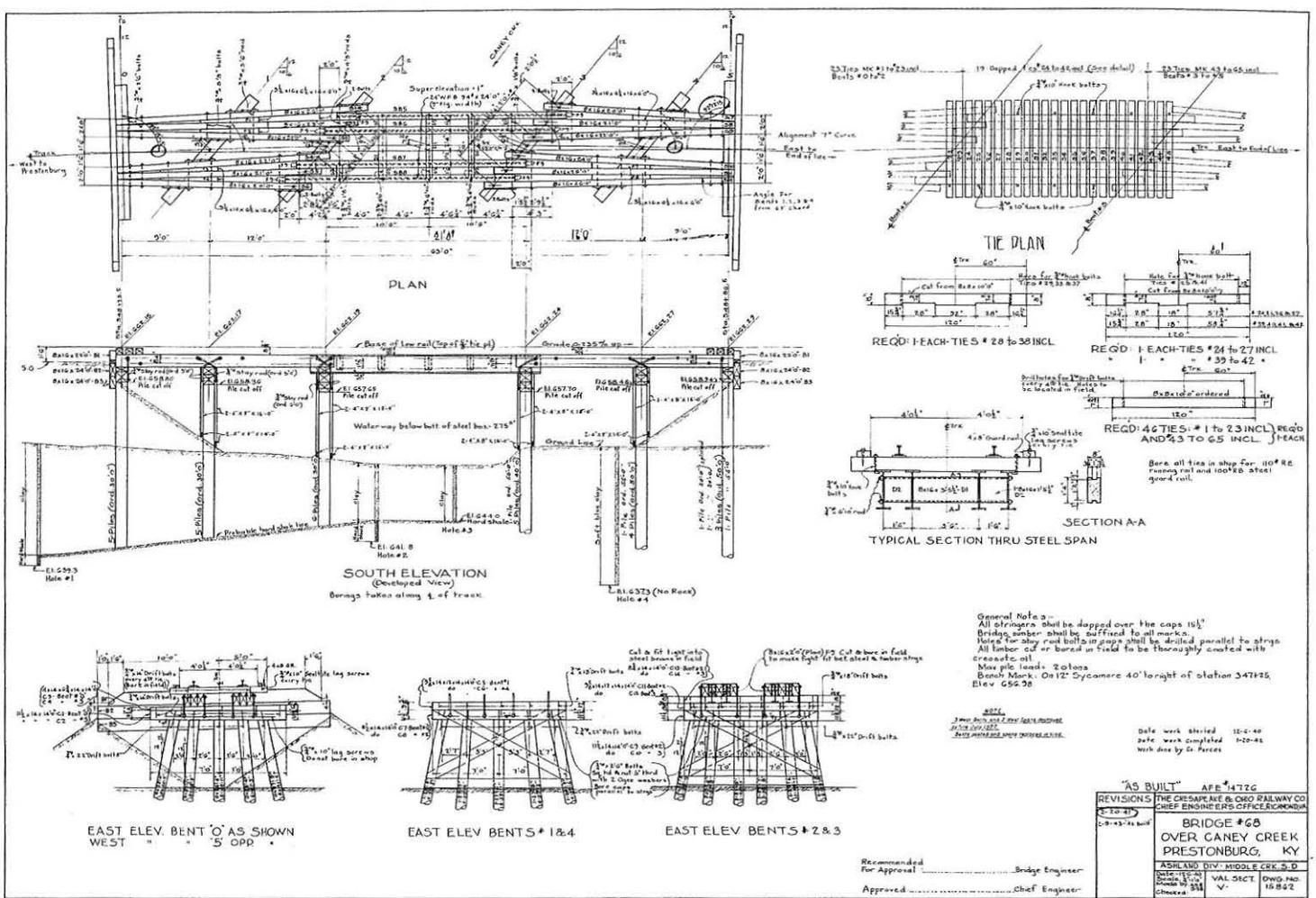
REVISIONS	THE CHESAPEAKE RAILWAY CO. CHIEF ENGINEER'S OFFICE, DANBURG, VA.
12-17-40	MASONRY PLAN
1-14-41	EAST ABUTMENT
	BUILDING BRG # 20 over MIDDLE CRK
	PRESTONBURG, KY
	ASHLAND DIV - MIDDLE CRK S-D
	Drawn: J. W. ...
	Scale: 1" = 10' ...
	Checked: ...
	DWG NO. 15855-3

Recommended by *W. H. Miller*, Bridge Engineer
 Approved: _____, Chief Engineer





CAT79H 34 7/2 23 8001888



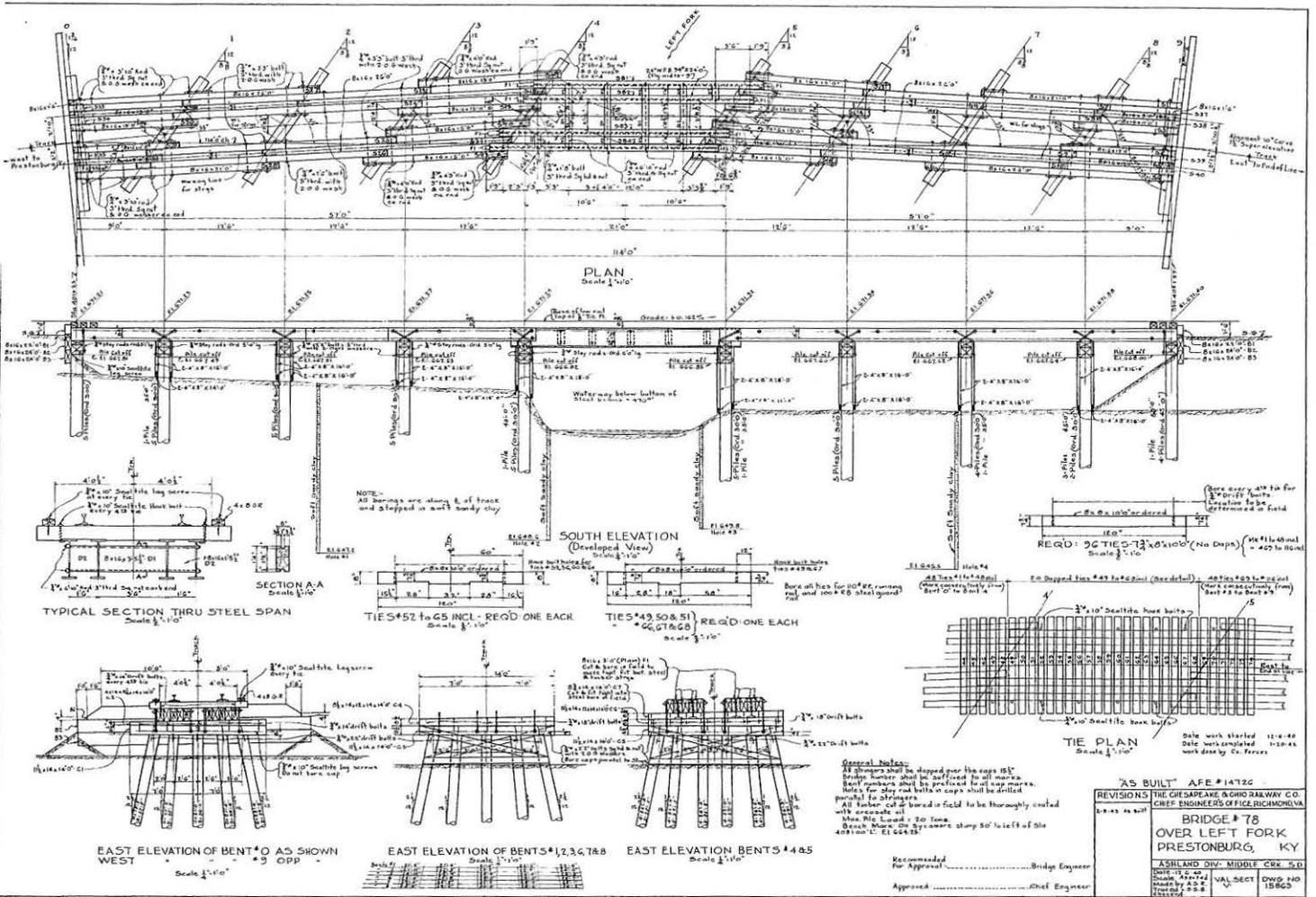
General Notes -
 All stringers shall be dapped over the caps 18"
 Bridge number shall be suffixed to all marks.
 Holes for stay rod bolts in girders shall be drilled parallel to string.
 All timber cut or bored in field to be thoroughly coated with
 creosote oil.
 Max pile load: 20 tons
 Bench Mark: On 12" Dycamore 40' long of station 34745
 Elev. 656.28

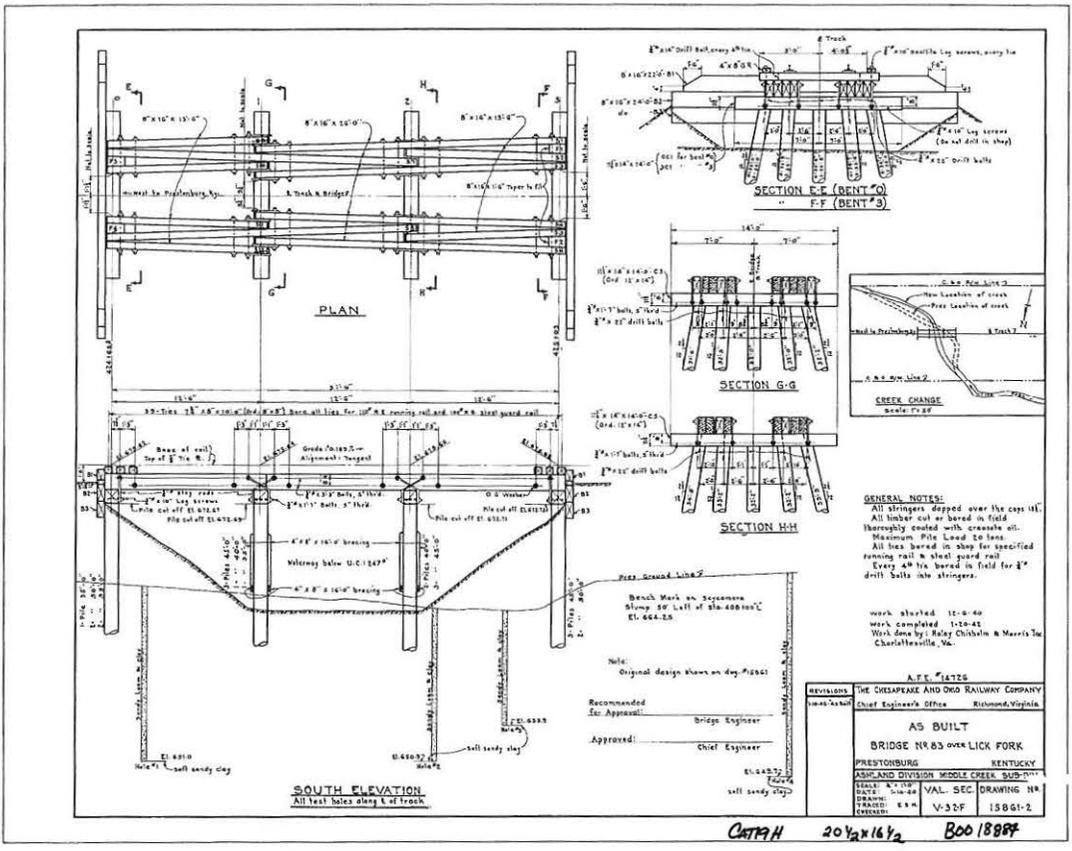
Date work started 12-4-40
 Date work completed 1-20-41
 Work done by G. Paces

Recommended For Approval _____ Bridge Engineer
 Approved _____ Chief Engineer

"AS BUILT" APR 4732	
REVISIONS	THE CHESAPEAKE & OHIO RAILWAY CO
2-10-41	CHIEF ENGINEER'S OFFICE (KANSAS)
2-9-43-71 built	
BRIDGE #68	
OVER CANEY CREEK	
PRESTONBURG, KY	
DESIGNED BY	ASHLAND DIV. MIDDLE CRK. S.D.
CHECKED BY	VAL. SECT. DWG. NO. 10-262
DATE	3/14

CAT9H 34 1/2 x 23 B0018894





GENERAL NOTES:
 All stringers dropped over the caps etc.
 All timber cut as bored in field
 Thoroughly coated with creosote oil.
 Maximum Pile Load 50 tons.
 All ties bored in shop for specified
 running rail & steel guard rail.
 Every 4th tie bored in field for 2" x 4" drill bolts into stringers.

work started 11-9-40
 work completed 1-10-41
 Work done by: May Chisholm & Morris Inc.
 Charlottesville, Va.

A. F. F. 14726	
REVISIONS	THE CHEESAPEAKE AND OHIO RAILWAY COMPANY
1-10-41	Chief Engineer's Office Richmond, Virginia
AS BUILT	
BRIDGE NO. 63 OVER LICK FORK	
PRESTONBURG KENTUCKY	
DIVISION OF MIDDLE CREEK SUB-DIV.	
SCALE: 1" = 10'-0"	VAL. SEC. DRAWING NO.
DATE: 1-10-41	V-32F
DRAWN: C. H. H.	15861-2
CHECKED: C. H. H.	

CATPAH 20 1/2 x 16 1/2 800 1888F



Attachment 4

ERNIE FLETCHER
GOVERNOR

COMMERCE CABINET
KENTUCKY HERITAGE COUNCIL
THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
(502) 564-7005 (502) 564-5820 FAX
www.kentucky.gov

W. JAMES HOST
SECRETARY
DAVID L. MORGAN
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

December 20, 2004

Ms. Christa Dean
Surface Transportation Board
1924 K Street, New
Suite 500
Washington, D.C. 20423

**Re: CSX Transportation Inc., Proposed Line Abandonment in Floyd County, Kentucky
(Docket AB-55 (Sub No. 645X))**

Dear Ms. Dean:

While our review of this undertaking indicates that none of the bridges associated with this line are eligible for listing on the National Register of Historic Places, a segment of this rail line lies within the Middle Creek National Battlefield, a National Historic Landmark with special protections. As we noted in a letter to Mr. Dave Geraci of CSX, it has been brought to our attention that a notice of interim trail use (NITU) under the National Trails System Act has been submitted by the Middle Creek National Battlefield Foundation and approved. It is our sincerest hope that this rails-to-trails proposal is given the highest priority for its immense benefit to the public and to cultural historic properties.

With this in mind if CSX transfers this line to a coal company with the stipulation that should they ever take it out of rail service that the line be offered to a local government or nonprofit group to be converted to a pedestrian or bike trail then the proposed undertaking would have no adverse effect on the Middle Creek National Battlefield. If the line is abandoned without this stipulation then in our opinion this undertaking will have an adverse effect on this National Historic Landmark.

Should you have any questions please feel free to contact David Pollack of my staff at (502) 564-7005 ext. 123.

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Morgan".

David L. Morgan, Director
Kentucky Heritage Council and
State Historic Preservation Officer

cc. Dave Geraci

EXHIBIT F- COLOR EXHIBIT