MULLINS LAW GROUP PLLC
Transportation Solutions for the 21st Century

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ENTERED
Office of Chief Counsel
October 13, 2026
Part of
Public Record

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October 13, 2026

VIA E-FILING
Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington DC 20423-0001

Re: Norfolk Southern Railway Company – Abandonment Exemption – In Madison County, Ohio, AB-290 (Sub-No. 426X)

Dear Chief of Case Administration:

Pursuant to 49 C.F.R. Part 1152, Subpart F – Exempt Abandonments and Discontinuances Norfolk Southern Railway Company ("NSR") is filing a verified abandonment of service notice of exemption permitting NSR to abandon rail service over approximately 0.96 miles of connecting rail lines (referred to herein as the "Line") extending from Milepost XD 24.73 +/- to Milepost XD 25.69 +/- in Madison County, Ohio. A $5,300.00 filing fee has been paid via Pay.gov. If there are any questions about this matter, please contact me directly, either by telephone at (202) 663-7823 or by email at wmullins@mullinslawgroup.net. If I am not available, you may also contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Respectfully submitted,

/s/ William A. Mullins

William A. Mullins
Attorney for Norfolk Southern Railway Company

Enclosures

FEE RECEIVED
October 13, 2026
SURFACE TRANSPORTATION BOARD

F I L E D
October 13, 2026
SURFACE TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

AB-290 (Sub-No. 426X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

Hanna M. Chouest
NORFOLK SOUTHERN CORPORATION
650 W Peachtree St N.W.
Atlanta, GA 30308
Tel: (470) 571-5208

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
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MULLINS LAW GROUP PLLC
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Tel.: (202) 663-7831

Attorneys for Norfolk Southern Railway Company

October 13, 2026

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION-
IN MADISON COUNTY, OHIO

AB-290 (Sub-No. 426X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

INTRODUCTION

Norfolk Southern Railway Company ("NSR") hereby submits this verified notice of exemption pursuant to 49 C.F.R. part 1152, subpart F (Exempt Abandonments and Discontinuances) for NSR to abandon rail service over approximately 0.96 miles of rail line (referred to herein as the "Line") extending from Milepost XD 24.73 +/- to Milepost XD 25.69 +/- in Madison County, Ohio.[1] The Line has been out of service for over two years.

[1] The Line was constructed in the City of London, Ohio, as part of The Columbus and Xenia Railroad Company ("Columbus and Xenia") as a single-track, standard-gauge railroad. The Columbus and Xenia was incorporated in 1844 and opened for operation in 1850. In 1853 the Columbus and Xenia merged with The Little Miami Railroad Company and operated jointly until 1868 when Columbus and Xenia was leased in perpetuity to the Little Miami Railroad Company. In 1870, the owned and leased property of the Little Miami Railroad was then leased to the Pittsburgh, Cincinnati and St. Louis Railway Company (the "PCC&StL" or "Panhandle Route") in perpetuity, retroactive to December 1, 1869. Subsequently in 1921, the PCC&StL was leased by the Pennsylvania Railroad Company ("Pennsylvania Railroad") and ultimately merged with a Pennsylvania Railroad subsidiary, the Philadelphia, Baltimore and Washington Railroad, in 1956. In 1968, the Interstate Commerce Commission ("ICC") then authorized the Pennsylvania Railroad and the New York Central Railroad Company to form the Penn Central Transportation Company ("Penn Central"). Penn Central subsequently declared bankruptcy in 1970 and was reorganized and merged into Consolidated Rail Corporation ("Conrail") through the Regional Rail Reorganization Act of 1973, Pub. L. No. 93-236, 87 Stat. 985 (codified at 45 U.S.C. §§ 701-719). However, in 1999, NSR assumed control of the Line as part of the joint acquisition of Conrail by NSR and CSX Transportation, Inc.

Following abandonment, NSR anticipates that the track from MP XD 24.73 +/- to Main Street will be reclassified as industrial track with no plans to salvage, but that the segment of Line from Main Street to Midway Street (MP XD 25.69 +/-) will be salvaged ("Midway Segment"). Therefore, following abandonment, the Midway Segment of the Line's rail and related track material will be salvaged, which includes the removal of the rail, crossties, and railroad appurtenances from the existing roadbed.[2] The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no stormwater mitigation measures –including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable federal and state laws and regulations.

The Line extends over the United States Postal Zip Code territory of 43140. The Line is located within Madison County, Ohio. No customers have been served on the Line for over two years.

Per the requirements of 49 C.F.R. §§ 1152.50(b) and (d), NSR provides the following information in support of this notice of abandonment:

Certification: 49 C.F.R. § 1152.50(b)

NSR certifies that the Line satisfies the criteria for abandonment under the exemption provisions at 49 C.F.R. part 1152, subpart F. See Exhibit A, Certification and Verification of Michael McClellan, Vice President. During the past two years, no local traffic has moved over the Line and any overhead traffic on the Line can be rerouted over other lines, and 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)

[2] There are two structures (bridges) on the Line that will be left intact and in place.

regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the ten-year period.

Proposed Consummation Date: 49 C.F.R. § 1152.50(d)(2)

The proposed abandonment will be consummated on or after December 2, 2026 (50 days after filing the notice of exemption).

Additional Information Required: 49 C.F.R. §§ 1152.22(a)(1)-(4), (7)-(8) and (e)(4)

Exact name of applicants (49 C.F.R. § 1152.22(a)(1)):

Norfolk Southern Railway Company

Whether applicants are common carriers by railroad (49 C.F.R. § 1152.22(a)(2)):

Norfolk Southern Railway Company is a common carrier railroad subject to the Board's jurisdiction under 49 U.S.C. Subtitle IV.

Relief sought (49 C.F.R. § 1152.22(a)(3)):

NSR, as owner of the Line, has elected to invoke the Board's class exemption procedures to abandon the Line, Pursuant to this notice of exemption, NSR hereby invokes the Board's two-year-out-of-service class exemption procedures to abandon rail service over approximately 0.96 miles of rail line extending from Milepost XD 24.73 +/- to Milepost XD 25.69 +/- in Madison County, Ohio. The Line extends over the United States Postal Zip Code territory of 43140.

Map (49 C.F.R. § 1152.22(a)(4)):

A detailed map showing the location of the Line is attached hereto as Exhibit B.

Applicant's representatives (49 C.F.R. § 1152.22(a)(7)):

NSR's representatives to whom correspondence should be sent are as follows:

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
Pedro A. Panelo
MULLINS LAW GROUP PLLC
2001 L St., NW, Suite 720
Washington, DC 20036

USPS ZIP codes (49 C.F.R. § 1152.22(a)(8)):

The Line extends over the United States Postal Zip Code territory of 43140.

Suitability of the Line for Other Public Purposes (49 C.F.R. § 1152.22(e)(4)):

NSR's ownership of the right-of-way underlying the Line proposed for abandonment is in fee simple; thus, NSR may have a corridor available for redeployment of alternative public use(s). NSR believes that the Midway Segment would be suitable for a trail that would connect the existing portions of the Roberts Pass Trail and the Prairie Grass Trail in London, OH. The Line does not contain any federally granted right-of-way. As appropriate, NSR is willing to promptly make available any information in its possession to anyone so requesting it.

Labor Protection

Because the Line has been inactive for over two years, no railroad employees will be adversely affected by the exercise of abandonment authority. Nevertheless, NSR's employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions set forth in Oregon Short Line R. Co – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Certifications

Attached hereto as Exhibit C are Certificates of Service and Publication certifying compliance with the advance notice and newspaper publication requirements set forth at 49 C.F.R. § 1152.50(d)(1) and 49 C.F.R. § 1105.12, respectively. Attached as part of Exhibit D is a certificate of compliance with the advance notice requirements for Environmental and Historic Reports ("E&HR") as set forth at 49 C.F.R. § 1105.11.

Environmental and Historic Report

As reflected in the certificate of compliance with the provisions of 49 C.F.R. § 1105.11 (see Exhibit D), NSR has prepared a combined E&HR in anticipation of the proposed abandonment, which conforms to the requirements of 49 C.F.R. §§ 1105.7 and 1105.8. A copy of the E&HR is attached hereto as Exhibit D (§ 1105.11 certification).

Respectfully submitted,

/s/ William A. Mullins

Hanna M. Chouest
NORFOLK SOUTHERN CORPORATION
650 West Peachtree St., NW
Atlanta, GA 30308
Tel: (470) 571-5208

October 13, 2026

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
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Suite 720
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Attorneys for Norfolk Southern Railway Company

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

AB-290 (Sub-No. 426X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT A

CERTIFICATION AND VERIFICATION

CERTIFICATION AND VERIFICATION

Michael McClellan makes oath and says that he is Vice President at Norfolk Southern Railway Company ("NSR"); that the approximately 0.96 miles of rail line (referred to herein as the "Line") extending from Milepost XD 24.73 +/- to Milepost XD 25.69 +/- in Madison County, Ohio, over which service is to be abandoned, is subject to his supervision and direction; that no local traffic has moved over the Line for at least two (2) years and any overhead traffic on the Line can be rerouted over other lines and that 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 Board or any U.S. District Court or has been decided in favor of the complainant within the two-year period.

I, Michael McClellan, Vice President at NSR, under penalty of perjury, further declare that the foregoing certification and the statements contained in the Notice are true and correct to the best of my knowledge. Further, I certify that I am qualified and authorized to make such certification and verification on behalf of NSR in connection with this proceeding before the Surface Transportation Board.

Executed this 5th day of October 2026

Michael McClellan
Vice President
Norfolk Southern Railway Company

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

AB-290 (Sub-No. 426X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT B

MAP



NORFOLK SOUTHERN

London, OH
Exhibit A
AB-290 (Sub.No. 426x)

Norfolk Southern Track

Proposed Abandonment

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

AB-290 (Sub-No. 426X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT C

CERTIFICATES OF SERVICE/PUBLICATION

Certificate of Service of Advance Notice

49 C.F.R. § 1152.50(d)(1) – Notice

I certify that, on September 30, 2026, in keeping with 49 C.F.R. § 1152.50(d)(1), I caused the following parties to be served with the written notice of intent of Norfolk Southern Railway Company to in invoke the Board's notice of exemption procedures to abandon rail service over approximately 0.96 miles of rail lines extending from Milepost XD 24.73 +/- to Milepost XD 25.69 +/- in Madison County, Ohio. I further certify that the Line does not contain any federally granted right-of-way.

Public Service Commission, et al.

Jennifer French, Chair
Public Utilities Commission of Ohio
180 E Broad Street
Columbus, OH 43215

Matthew Dietrich, Executive Director
Ohio Rail Development Commission
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Department of Defense (Military Traffic Management Command, Transportation Engineering Agency, Railroads for National Defense Program)

Sean Neef
Headquarters Military Surface Deployment and Distribution Command
Transportation Engineering Agency
Railroads for National Defense Program
1 Soldier Way, Rm 3129
Scott AFB, IL 62225-5006

The National Park Service, Recreation Resources Assistance Division

Bob Ratcliffe, Chief
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344
Washington, DC 20240

U.S. Department of Agriculture, Chief of the Forest Service

Tom Schultz, Chief
Forest Service
U.S. Department of Agriculture
Sidney R. Yates Federal Building
201 14th Street SW
Washington, DC 20024

October 13, 2026

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Railway Company

Certificate of Newspaper Publication

49 C.F.R. § 1105.12 – Newspaper Notice

I certify that a "Notice of Intent to Abandon Rail Service" was published in the form prescribed by the Board for abandonment notices of exemption (49 C.F.R. § 1105.12). The notice was published one time on October 5, 2026, in The Columbus Dispatch, a newspaper of general circulation in Madison County, Ohio.

October 13, 2026

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Railway Company

The Columbus Dispatch

Public Notices

Originally published at dispatch.com on 10/05/2026

NOTICE OF INTENT TO ABANDON RAIL SERVICE
AB 290 (Sub-No. 426X)

Norfolk Southern Railway Company (NSR) provides notice that on or about October 12, 2026, it intends to file with the Surface Transportation Board (Board), Washington, DC, a Notice of Exemption pursuant to 49 C.F.R Part 1152 Subpart F ? Exempt Abandonments, permitting NSR to abandon rail service over approximately 0.96 miles of rail line (referred to herein as the Line) extending from Milepost XD 24.73 +/- to Milepost XD 25.69 +/- in Madison County, Ohio. The Line extends over the United States Postal Zip Code territory of 43140. There are no customers served on the Line, which has been out of service for over two years. The proceeding will be docketed as AB 290 (Sub No. 426X).

The Board's Office of Environmental Analysis (OEA) generally will prepare an Environmental Assessment (EA), which normally will be available 25 days after the filing of the abandonment 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. Such comments 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 OEA, Surface Transportation Board, 395 E Street, SW, Washington, D.C. 20423, or by calling that office at (202) 245-0295.

Appropriate offers of financial assistance (OFA) 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 public use, and OFA) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423 [See 49 C.FR. §§ 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR § 1104.12(a)]. Questions regarding OFA, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Copies of any comments or requests for specific Board action should be served on the applicant's representative: William A. Mullins, Mullins Law Group, 2001 L Street N.W., Suite 720, Washington, D.C. 20036; phone: 202-663-7823.

October 5 2026
LWOO0606235

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

AB-290 (Sub-No. 426X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT D

CERTIFICATE OF COMPLIANCE WITH ENVIRONMENTAL AND HISTORIC REPORT REQUIREMENTS

Certificate of Compliance

49 C.F.R. § 1105.11 – Advance Distribution of Environmental and Historic Report

I hereby certify that, on September 9, 2026, a copy of Norfolk Southern Railway Company's Consolidated Environmental and Historic Report for the proposed abandonment encompassed by AB-290 (Sub-No. 426X), accompanied by a transmittal letter conforming to the requirements of 49 C.F.R. § 1105.11, was served upon the following entities as prescribed by 49 C.F.R. § 1105.7(b) and 1105.8(c):

STATE HISTORICAL SOCIETY
Diana Welling
Division Director & State Historic Preservation Officer
State Historic Preservation Office
Ohio History Connection
800 E. 17th Ave.
Columbus, OH 43211

STATE DOT
Matthew Dietrich
Executive Director
Ohio Rail Development Commission
1980 W. Broad Street Columbus, OH 43223

US ENVIRONMENTAL PROTECTION AGENCY
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

REGIONAL/STATE EPA
Anne Vogel
Regional Administrator
US EPA Region 5
77 West Jackson Blvd.
Chicago, IL 60604

John Logue, Director
Ohio Environmental Protection Agency
50 W. Town St., Suite 700
Columbus, OH 43215

CITIES/TOWNSHIPS
Patrick J. Closser, Mayor
City of London, Ohio
20 S. Walnut St., Suite 100
London, OH 43140

COUNTIES
Rob Slane, County Administrator
Madison County Board of Commissioners
1 North Main Street
London, OH 43140

US ARMY CORPS OF ENGINERS
U.S. Army Corps of Engineers
Huntington District
502 Eighth Street
Huntington, West Virginia 25701

STATE COASTAL ZONE MANAGEMENT
Dena C. Barnhouse, Chief
Ohio Department of Natural Resources Coastal Management Program
1031 Pierce Street, Suite F
Sandusky, Ohio 44870

U.S. FISH AND WILDLIFE SERVICE
Will Meeks, Regional Director
Midwest Region
U.S. Fish & Wildlife Service
Region 6 (IA, IL, IN, MI, MN, OH, & WI),
5600 American Blvd. West Suite 990
Bloomington, MN55437-1458

Ohio Division of Wildlife
Division of Wildlife Headquarters
2045 Morse Road
Building G
Columbus, Ohio 43229

NATIONAL PARK SERVICE
Mr. Bob Ratcliffe, Chief
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344
Washington, DC 20240

Stephanie Stephens, Acting Regional Director
Interior Region 3, Midwest
National Park Service
601 Riverfront Drive
Omaha, NE 68102

NATIONAL GEODETIC SURVEY
Communications and Outreach Branch, NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Email: RRAE@noaa.gov

NATURAL RESOURCES CONSERVATION SERVICE
John Wilson
State Conservationist
National Resources Conservation Service
200 N High St, Rm 522
Columbus, OH 43215

October 13, 2026

/s/ William A. Mullins
William A. Mullins
Attorney for Norfolk Southern Railway Company

ATTACHMENT 1

ENVIRONMENTAL AND HISTORIC REPORT
INCLUDING SAMPLE TRANSMITTAL LETTER

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB 290 (Sub-No. 426X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

Combined Environmental and Historic Report

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
Pedro A. Panelo
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Washington, D.C. 20036
Tel.: (202) 663-7831
Attorneys for Norfolk Southern Railway Company

Revised October 13, 2026

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB 290 (Sub-No. 426X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

DRAFT Combined Environmental and Historic Report

Norfolk Southern Railway Company ("NSR") submits this DRAFT Combined Environmental and Historic Report ("E&HR" or "Report") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, in connection with the NSR's proposed abandonment of an approximately 0.96-mile rail line, which extends from MP XD 24.73 +/- to MP XD 25.69 +/- in Madison County, Ohio (the "Line").

DRAFT ENVIRONMENTAL REPORT

49 CFR 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.

RESPONSE: NSR is seeking to abandon an approximately 0.96-mile rail line. There are two structures on the Line (bridges). No customers have been served on the Line for over five years. As such, NSR intends to avail itself of the two-year out-of-service abandonment provision at 49 CFR Part 1152, Subpart F (Exempt Abandonments and Discontinuances of Service and Trackage Rights).

No customers have been served on the Line in over five years. Following abandonment, a segment of the Line's rail and related track material will be salvaged.[1] Salvage will consist of removing the rail, crossties, and railroad appurtenances from the existing roadbed.[2] The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no stormwater mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable

[1] NSR anticipates that the track from MP XD 24.73 +/- to Main Street will be reclassified as industrial track with no plans to salvage, but that the segment of Line from Main Street to Midway Street (MP XD 25.69 +/-) will be salvaged.

[2] The two structures (bridges) will be left intact and in place.

federal and state laws and regulations.

The alternative to abandonment is to not abandon the Line. This alternative is not satisfactory. Maps depicting the Line are attached as **Appendix A**. An example of NSR's letter to federal, state, and local government agencies, along with a list of the consulting agencies that NSR has contacted, is attached as **Appendix B.** Comments received as a result of NSR's written requests for feedback can be found in **Appendix C.** A bridge list is attached as **Appendix D**. Topographical Maps and Color Photos are included in **Appendix E**.

49 CFR 1105.7(e)(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.

RESPONSE: Effects of the proposed action on regional or local transportation systems and patterns would be negligible. There is no rail freight or passenger traffic originating or terminating on the Line.

49 CFR 1105.7(e)(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.

RESPONSE: NSR states that the proposed abandonment is consistent with, and would promote, existing land use plans. The land adjoining the Line consists of a combination of residential and commercial areas. By letters dated September 9, 2026, copies of this Report have been mailed to the appropriate local and state contacts, including representatives of the City of London, Ohio, and Madison County, Ohio, for their information, including a request for an outline of future land use plans and comments. See E&HR Consultation Letter Example and Service List, attached as Appendix B.

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

RESPONSE: NSR does not believe the abandonment will have any adverse impact on prime agricultural land. By letter dated September 9, 2026, a copy of this Report was mailed to the United States Department of Agriculture Natural Resources Conservation Service ("USDA NRCS"), and NSR has requested assistance from USDA NRCS in identifying any potential effects on prime agricultural land. See Appendix B.

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

RESPONSE: The Line is not located near a coastal zone. However, by letter dated September 9, 2026, a copy of this Report was mailed to the Ohio Department of Natural Resources Coastal Management Program ("ODNR Coastal Management Program") for its information and opportunity to comment. See Appendix B.

(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.

RESPONSE: NSR holds the right-of-way underlying the line in fee simple. Therefore, NS may have a corridor available for redeployment for alternative public use(s) under 49 U.S.C. § 10905. NSR believes that a segment of the Line, from Main Street to Midway Street, would be suitable for a trail that would connect the existing portions of the Roberts Pass Trail and the Prairie Grass Trail in London, OH.

49 CFR 1105.7(e)(4) Energy.

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

RESPONSE: Development and transportation of energy resources will not be affected by the abandonment. There is no NSR rail freight or passenger traffic originating or terminating on the Line.

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

RESPONSE: Movement or recovery of recyclable commodities will not be affected by the abandonment. There is no recyclable freight traffic originating or terminating on the Line.

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

RESPONSE: The proposed action will not result in any material impact in overall energy efficiency because there is no NSR rail freight or passenger traffic originating or terminating on the Line.

(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.

RESPONSE: The diversion of traffic to motor carriers will not exceed the thresholds set forth at 49 CFR §1105.7(e)(4), as no diversions will occur. Accordingly, there is no need to produce data on diverted traffic or to quantify the net change in energy consumption.

49 CFR 1105.7(e)(5) Air.

(i) If the proposed action will result in either:
(A) An increase in rail traffic of at least 100 percent (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 percent (measured by carload activity), or
(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

RESPONSE: The above thresholds will not be exceeded.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

(A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,

(B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or

(C) An average increase in truck traffic of more than 10 percent 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.

RESPONSE: The Line is not currently designated as a non-attainment area, and therefore, the above-stated thresholds are inapplicable. Nevertheless, 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 restrictions); 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.

RESPONSE: Not applicable.

49 CFR 1105.7(e)(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.

RESPONSE: None of the thresholds in item 5(i) of this section will be exceeded.

49 CFR 1105.7(e)(7) Safety.

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

RESPONSE: Abandonment of the Line will have no adverse impact on public health and safety.

(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.

RESPONSE: Not applicable.

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

RESPONSE: NSR has no knowledge of hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way or in areas adjacent to the Line.

49 CFR 1105.7(e)(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, describe the effects.

RESPONSE: NSR does not believe the proposed abandonment will have any adverse effect on endangered or threatened species or areas designated as a critical habitat. By letter dated September 9, 2026, a copy of this report was mailed to U.S. Fish and Wildlife Service ("USF&W") and the Ohio Division of Wildlife, requesting assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as critical habitat. See Appendix B.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

RESPONSE: Having consulted local maps, NSR has determined that the Line does not run adjacent to a wildlife sanctuary, National or State Park, or forest. Therefore, no adverse effects on wildlife sanctuaries, national parks or forests, or state parks or forests are anticipated. Regardless, a copy of this Report was mailed to the National Park Service ("NPS") by letter dated September 9, 2026, for its information and opportunity to comment.

49 CFR 1105.7(e)(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.

RESPONSE: NSR is not removing or altering the contour of the roadbed underlying the Line to be abandoned by way of excavation or other ground-disturbance activity. Accordingly, no soils will be disturbed as a result of the proposed abandonment, and no stormwater mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. There are no plans to undertake in-stream work, or dredge and/or use any fill materials in connection with the proposed abandonment, so, for this reason also, the proposed abandonment will not result in water quality impacts. NSR currently provides no rail service over the Line and has not done so for over five years. A copy of this Report was sent to the United States Environmental Protection Agency ("EPA Region 5") and Ohio Environmental Protection Agency ("Ohio EPA") by letter dated September 9, 2026. See Appendix B.

(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.

RESPONSE: NSR believes that – (1) no permits under section 404 of the Clean Water Act will be required for the proposed abandonment, and (2) no designated wetlands or 100-year flood plains will be affected. NSR is not removing or altering the roadbed underlying the Line or undertaking in-stream work or dredging or using any fill materials. The geometry of the roadbed will not be altered, and no in-stream work is contemplated by NSR. No discernible effects on either 100-year floodplains or adjacent wetlands are expected in connection with the proposed abandonment. Nevertheless, consultation was requested from the U.S. Army Corps of Engineers – Huntington District by letter dated September 9, 2026. A copy of this Report was attached to the

letter. See Appendix B.

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

RESPONSE: NSR is not removing or altering the roadbed underlying the Line, undertaking in-stream work, or acting to dredge or use any fill materials. There will be no excavation or other ground-disturbance activity, and, because no soils will be disturbed, no stormwater mitigation measures – including a National Pollutant Discharge Elimination System permit – will be required. NSR anticipates that the abandonment will not affect water quality and that additional permitting under Section 402 will not be required. Nevertheless, a copy of this Report was mailed to EPA Region 5 and the Ohio EPA by letter dated September 9, 2026. See Appendix B.

49 CFR 1105.7(e)(10) Proposed Mitigation.

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

RESPONSE: NSR does not expect any adverse environmental impact will result from the proposed abandonment and, therefore, is of the opinion that mitigating action is unnecessary. However, NSR will undertake all reasonable mitigation associated with these activities as directed by the Board to ensure the abandonment does not produce adverse environmental impacts, including consulting with federal, state, and/or local agencies on any mitigation measures they may recommend to the Board.

DRAFT HISTORIC REPORT

49 CFR 1105.8(d)

PROPOSED ACTION AND ALTERNATIVES

NSR is seeking to abandon approximately 0.96-mile rail line, which extends from MP XD 24.73 +/- to MP XD 25.69 +/- in Madison County, Ohio. There are two structures (bridges) on the Line.

No customers have been served on the Line in over five years. Following abandonment, a segment of the Line's rail and related track material will be salvaged.[3] Salvage will consist of removing the rail, crossties, and railroad appurtenances from the existing roadbed.[4] The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. When the rail and track material are removed, the contractor will smooth the roadbed to a level surface. No ballast will be removed, and no new soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no stormwater mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. All salvaged steel components will either be reused or sold as scrap. Crossties may be reused in other railroad operations, or they will be disposed of in accordance with applicable federal and state laws and regulations.

The alternative to abandonment is to not abandon the Line and retain the remaining track in place. This alternative is not satisfactory as NSR would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained.

[3] NSR anticipates that the track from MP XD 24.73 +/- to Main Street will be reclassified as industrial track with no plans to salvage, but that the segment of Line from Main Street to Midway Street at MP XD 25.69 +/- will be salvaged.

[4] The two structures (bridges) will be left intact and in place.

A map depicting the Line is attached as **Appendix A**.

ADDITIONAL INFORMATION

49 CFR 1105.8(d):

(1) U.S.G.S. Topographic Map – U.S.G.S. topographic maps depicting the location of the proposed abandonment are attached in Appendix E. These topographic maps were furnished to the State Historic Preservation Office at the Ohio History Connection as part of a complete copy of this Report via a letter dated September 9, 2026.

(2) Written Description of Right of Way – The right-of-way width varies along the ROW, ranging from 65 feet wide to 100 feet wide. The right-of-way is in Madison County, Ohio. Pursuant to Surface Transportation Board policy, the railroad right-of-way will constitute the Area of Potential Effect ("APE") for this undertaking.

(3) Photographs – Photographs of the two structures (bridges) on the Line are attached as Appendix E. These photographs were furnished to the State Historic Preservation Office ("SHPO") at the Ohio History Connection as part of a complete copy of this Report via a letter dated September 9, 2026. In a correspondence received on October 12, 2026, the Ohio History Connection provided a letter stating that "[b]ased on the information provided, it is the opinion of the SHPO that the proposed work will have no effect on historic properties. No further coordination with our office is necessary, unless the project changes or an unanticipated discovery of archaeological remains occurs during the course of the project."

(4) Date of Construction of Structures – As stated in Appendix D, the two structures (bridges) were constructed in the early 1900s through 1948. A bridge list is attached as Appendix D.

(5) **History of Operations and Changes Contemplated** – NSR is seeking to abandon approximately 0.96-mile rail line, which extends from MP XD 24.73 +/- to MP XD 25.69 +/- in Madison County, Ohio.

The Line, which is located in the City of London, Ohio, was originally part of The Columbus and Xenia Railroad Company ("Columbus and Xenia"), a single-track, standard-gauge railroad, located entirely within the State of Ohio.[5] The Columbus and Xenia was incorporated on March 12, 1844, by a special act of the State of Ohio, for the purpose of constructing a railroad from Columbus to Xenia, Ohio, which includes the Line.[6] The Columbus and Xenia was opened for operation on February 22, 1850. In 1853, the Columbus and Xenia merged with The Little Miami Railroad Company ("Little Miami Railroad Company") and operated jointly until November 29, 1868,[7] when the Columbus and Xenia was leased in perpetuity to the Little Miami Railroad, effective November 30, 1868. On February 23, 1870, the owned and leased property of the Little Miami Railroad was then leased to the Pittsburgh, Cincinnati and St. Louis Railway Company (the "PCC&StL" or "Panhandle Route") in perpetuity, retroactive to December 1, 1869.[8] The Panhandle Route was part of the Pennsylvania Railroad system.[9]

The PCC&StL was leased by the Pennsylvania Railroad Company ("Pennsylvania Railroad") in 1921 and merged with a Pennsylvania Railroad subsidiary, the Philadelphia, Baltimore and Washington Railroad, in 1956. In 1966, the Interstate Commerce Commission ("ICC") authorized the merger of the New York Central Railroad Company into the Pennsylvania

[5] See 24 I.C.C. Valuation Report 1, 87 (1929)

[6] Id. (The Columbus and Xenia was later extended to Dayton, Ohio pursuant to a special act of March 21, 1850.)

[7] See 24 I.C.C. Valuation Report at 362.

[8] Id. at 361.

[9] Id. at 3.

Railroad to form the Penn Central Transportation Company ("Penn Central"),[10] which was completed by 1968. Penn Central and six other northeastern railroads would declare bankruptcy in 1970. In response to these bankruptcies, Congress enacted the Regional Rail Reorganization Act of 1973, Pub. L. No. 93-236, 87 Stat. 985 (codified at 45 U.S.C. §§ 701-719), under which certain bankrupt railroads would be merged into a new entity: Consolidated Rail Corporation ("Conrail"). Conrail, which commenced operations on April 1, 1976, assumed control of the Line following the bankruptcy of Penn Central, and in 1999, NSR assumed control of the Line as part of the joint acquisition of Conrail by NSR and CSX Transportation, Inc.

(6) Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic – While plans may be available for the two structures (bridges) on the Line, it is most likely that any such plans are standard plans used for the construction of similar structures on the dates of construction.

(7) Opinion Regarding Criteria For Listing In The National Register Of Historic Places

There are two structures (bridges) within the APE for this project. NSR believes that neither the structures on the Line nor the Line itself meets the criteria for listing in the *National Register of Historic Places.* NSR has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the Line proposed for abandonment, as no salvage is to be undertaken.

(8) Subsurface Ground Conditions That Might Affect Archaeological Recovery

Based on its records, NSR is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, abandonment of the Line will not affect any potential archaeological resources. The subsurface of the right-of-way

[10] See Pennsylvania R. Co. -- Merger -- New York Central R. Co., 327 I.C.C. 475 (1966).

was initially disturbed in the construction of the railroad line by grading and filling. Abandonment of the Line will not result in activities below the surface or below the level of initial disturbance during salvage activities.

(9) **Follow-Up Information** – Additional information will be provided as appropriate.

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB 290 (Sub-No. 426X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

DRAFT Combined Environmental and Historic Report

APPENDIX A

MAP



NORFOLK SOUTHERN

London, OH
Exhibit A
AB-290 (Sub.No. 426x)

Norfolk Southern Track

Proposed Abandonment

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB 290 (Sub-No. 426X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

DRAFT Combined Environmental and Historic Report

APPENDIX B

E&HR CONSULTATION LETTER EXAMPLE AND SERVICE LIST

MULLINS LAW GROUP PLLC

Transportation Solutions for the 21st Century

2001 L Street NW, Suite 720
Washington, DC 20036

William A. Mullins
wmullins@mullinslawgroup.net
mullinslawgroup.net

Telephone: (202) 663-7850
Direct: (202) 663-7823
Facsimile: (202) 459-2115

September 9, 2026

[Insert Consulting Party]

Re: Norfolk Southern Railway Company – Abandonment Exemption – In Madison County, Ohio, AB 290 (Sub-No. 426X)

Dear Sir or Madam,

On or about October 9, 2026, the Norfolk Southern Railway Company ("NSR") expects to file with the Surface Transportation Board ("STB") a Notice of Exemption pursuant to 49 CFR Part 1152, Subpart F (Exempt Abandonments, et al.), seeking authority to abandonment an approximately 0.96-mile rail line, which extends from MP XD 24.73 +/- to MP XD 25.69 +/- in Madison County, Ohio (the "Line"). The Line traverses the United States Postal Zip Code territory of 43140. In accordance with procedures set forth in 49 C.F.R. 1105.7 and 1105.8, the Norfolk Southern Railway Company ("NSR") is required to submit the following consolidated Environmental and Historic Report ("E&HR" or "Report").

Enclosed is a consolidated Environmental and Historic Report (the "E&HR" or "Report"), which includes a map of the affected area and describes the proposed action and any expected environmental and historic effects. If you wish to address any of the information contained in the attached E&HR or if you have any questions about the Board's environmental review process, please contact the Board's Office of Environmental Analysis, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423-0001; TEL: (202) 245-0295, and refer to AB 290 (Sub-No. 426X). You may also contact the undersigned counsel for the NSR.

Questions regarding the abandonment process generally, offers of financial assistance, and/or public use or trail use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Based on information in our possession, the Line does not contain federally granted rights-of-way. However, any documentation in NSR's possession will be made available promptly to those requesting it. Please

refer to the above Docket when contacting the STB. Applicable statutes and regulations impose stringent deadlines for processing this action. For this reason, your written comments (with a copy to us) would be appreciated within three weeks.

If there are any questions concerning this notice of intent, please contact me, The Norfolk Southern Railway Company's representative, by mail: William A. Mullins, Mullins Law Group PLLC, 2001 L Street, NW, Suite 720, Washington, DC 20036; by FAX: (202) 464-9123; by e-mail: wmullins@mullinslawgroup.net; or by telephone: (202) 663-7823. If I am not available, you may also contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Sincerely,

/s/ William A. Mullins

William A. Mullins
Attorney for The Norfolk Southern Railway Company

Enclosure

RECIPIENT LIST – AB 290 (Sub-No. 426X)

STATE HISTORICAL SOCIETY
Diana Welling
Division Director & State Historic Preservation Officer
State Historic Preservation Office
Ohio History Connection
800 E. 17th Ave.
Columbus, OH 43211

STATE DOT
Matthew Dietrich
Executive Director
Ohio Rail Development Commission
1980 W. Broad Street Columbus, OH 43223

US ENVIRONMENTAL PROTECTION AGENCY
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

REGIONAL/STATE EPA
Anne Vogel
Regional Administrator
US EPA Region 5
77 West Jackson Blvd.
Chicago, IL 60604

John Logue, Director
Ohio Environmental Protection Agency
50 W. Town St., Suite 700
Columbus, OH 43215

CITIES/TOWNSHIPS
Patrick J. Closser, Mayor
City of London, Ohio
20 S. Walnut St., Suite 100
London, OH 43140

COUNTIES
Rob Slane, County Administrator
Madison County Board of Commissioners
1 North Main Street
London, OH 43140

US ARMY CORPS OF ENGINERS
U.S. Army Corps of Engineers
Huntington District
502 Eighth Street
Huntington, West Virginia 25701

STATE COASTAL ZONE MANAGEMENT
Dena C. Barnhouse, Chief
Ohio Department of Natural Resources
Coastal Management Program
1031 Pierce Street, Suite F
Sandusky, Ohio 44870

U.S. FISH AND WILDLIFE SERVICE
Will Meeks, Regional Director
Midwest Region
U.S. Fish & Wildlife Service
Region 6 (IA, IL, IN, MI, MN, OH, & WI),
5600 American Blvd. West Suite 990
Bloomington, MN55437-1458

Ohio Division of Wildlife
Division of Wildlife Headquarters
2045 Morse Road
Building G
Columbus, Ohio 43229

NATIONAL PARK SERVICE

Mr. Bob Ratcliffe, Chief
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program
1849 C. Street NW, Room 1344
Washington, DC 20240

Stephanie Stephens, Acting Regional Director
Interior Region 3, Midwest
National Park Service
601 Riverfront Drive
Omaha, NE 68102

NATIONAL GEODETIC SURVEY

Communications and Outreach Branch,
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Email: RRAE@noaa.gov

NATURAL RESOURCES
CONSERVATION SERVICE

John Wilson
State Conservationist
National Resources Conservation Service
200 N High St, Rm 522
Columbus, OH 43215

BEFORE THE
SURFACE TRANSPORTATION BOARD

AB 290 (Sub-No. 426X)

NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN MADISON COUNTY, OHIO

DRAFT Combined Environmental and Historic Report

APPENDIX C

AGENCY COMMENTS/RESPONSES

In reply, refer to
2026-MAD-69392

October 12, 2026

William A. Mullins
Mullins Law Group, PLLC
2001 L St NW, Suite 720
Washington, DC 20036

RE: Norfolk Southern Railway Company – Abandonment Exemption – In Madison County, Ohio, AB 290 (Sub-No. 426X)

Dear Mr. Mullins:

This is in response to correspondence received on September 16, 2026, regarding the above referenced project. Our comments are made in accordance with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108 [36 CFR 800]). The SHPO appreciates the opportunity to comment on the undertaking.

The Norfolk Southern Railway (NSR) is proposing to abandon an approximately 0.96-mile rail line, which extends from MP XD 24.73 +/- to MP XD 25.69 +/- in Madison County, Ohio. There are two bridge structures on the Line. No ballast will be removed, and no new soil disturbance will occur. No digging or buying of any kind will be permitted.

Based on the information provided, it is the opinion of the SHPO that the proposed work will have no effect on historic properties. No further coordination with our office is necessary, unless the project changes or an unanticipated discovery of archaeological remains occurs during the course of the project. In such a situation, this office should be contacted as per 36 CFR 800.13.

If you have any questions, please contact Miranda Fisher at mfisher@ohiohistory.org. Thank you for your cooperation.

Sincerely,

Miranda Fisher
Architecture Transportation Reviews Manager
Resource Protection and Review
State Historic Preservation Office

RPR Serial No: 1115627

BEFORE THE
SURFACE TRANSPORTATION BOARD

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APPENDIX D

BRIDGE LIST

Milepost	Crossing	Bridge Type	Deck Construction	Length in Feet	Height in Feet	Date Constructed
XD 25.46	Oak Run	Deck Plate Girder / Steel Beam	Open Deck	72	12	1900 / 1929
XD 25.66	Waterway	Reinforced Concrete Slab	Concrete Ballast Deck	13	12	1948

BEFORE THE
SURFACE TRANSPORTATION BOARD

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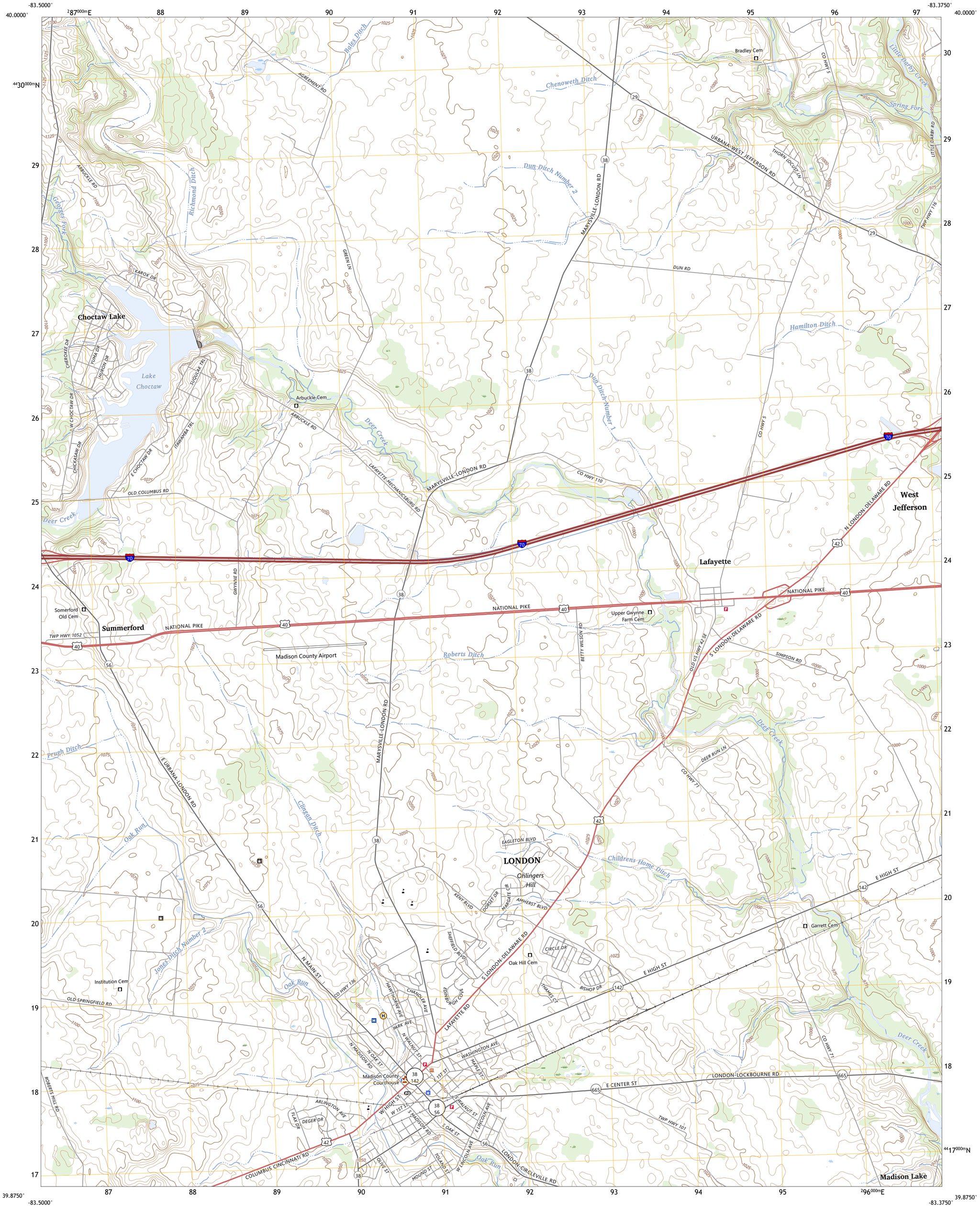
APPENDIX E

TOPOGRAPHICAL MAPS AND PHOTOS

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

LONDON QUADRANGLE
OHIO - MADISON COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17S

This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

Imagery.....NAIP, June 2017 - December 2017
Roads..... U.S. Census Bureau, 2016 - 2016
Names.....GNIS, 1979 - 2023
Hydrography.....National Hydrography Dataset, 2002 - 2022
Contours.....National Elevation Dataset, 2010
Boundaries.....Multiple sources; see metadata file 2021 - 2022

Wetlands.....FWS National Wetlands Inventory 2004 - 2007

MN
GN
6°53'
122 MILS
1°34'
28 MILS

UTM GRID AND 2023 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000 - m Square ID
KE
Grid Zone Designation
17T
17S 40°N

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 500 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 5 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the National Geospatial Program US Topo Product Standard.

27

OHIO
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

ADJOINING QUADRANGLES
1 Mechanicsburg
2 Plumwood
3 Plain City
4 South Vienna
5 West Jefferson
6 Florence
7 Walnut Run
8 Big Plain

ROAD CLASSIFICATION
Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

LONDON, OH
2023

NSN 7643016387220
NGA REF NO. USGSX24K26327



MP XD 25.46

Oak Run

Deck Plate Girder / Steel Beam

Open Deck



MP XD 25.46

Oak Run

Deck Plate Girder / Steel Beam

Open Deck



MP XD 25.66

Waterway

Reinforced Concrete Slab

Concrete Ballast Deck