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Please Reply to:
P.O. Box 840
Harrisburg, PA 17108-0840

Benjamin C. Dunlap, Jr.
Email: bdunlapjr@nssh.com
(717) 236-3010, Ext. 121

October 25, 2019

To: All Parties on Attached Service List

RE: Docket No. AB-167 (Sub. No. 1194X)
Consolidated Rail Corporation – Abandonment
Exemption – in Indianapolis, Indiana



On or after November 25, 2019, Consolidated Rail Corporation ("Conrail") expects to be filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking to abandon an out-of-service section of a rail line in Indianapolis, Indiana, known as Thorne Secondary, Line Code 8206, running from Milepost 179.52 to 180.80 (the "Line"). There has been no rail service over the entirety of the Line for over two years. The Line travels through Postal Service Zip Code 46219.

Enclosed is a combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area. Conrail is 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. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, telephone number (202) 245-0291 and refer to the above Docket No. AB 167 (Sub. No. 1194X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to Conrail's representative named below) would be appreciated within three weeks.

Your comments will be considered by the STB in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact Conrail's representative directly. Conrail's representative in this matter is Benjamin C. Dunlap, Jr., who may be contacted by telephone at (717) 236-3010, ext. 121, by mail at 200 North Third Street, 18th Floor, Harrisburg, Pennsylvania, 17101, or by email at bdunlapjr@nssh.com.

Thank you for your cooperation.

Sincerely,

A handwritten signature in blue ink that reads "Benjamin C. Dunlap, Jr."

Benjamin C. Dunlap, Jr.

Enclosure(s)

Superior analysis. Effective solutions. Since 1871.

ENVIRONMENTAL AND HISTORIC REPORT
SERVICE LIST

Cynthia T. Brown, Chief
Section of Administration, Office of
Proceedings
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423-0001

Communications and Outreach Branch,
NOAA, N/NGS12
National Geodetic Survey, SSMC3
#9340
1315 East-West Highway
Silver Spring, MD 20910-3282

Patricia Trap, Acting Regional Director
National Park Service
Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

U.S. Environmental Protection Agency
Region 5
77 W. Jackson Blvd.
Chicago, IL 60604

Bob Ratcliffe, Division Chief
National Park Service
Conservation and Outdoor Recreation Division
1749 C. St. NW
Washington, DC 20240

U.S. Fish and Wildlife Service
Indiana Field Office
620 S. Walker Street
Bloomington, IN 47403-2121

Indiana Department of Environmental
Management
Indiana Government Center North
100 North Senate Avenue
Indianapolis, IN 46204

Ryan Mueller, Director
Indiana Dept. of Natural Resources
Division of Water
402 W. Washington St., Room W264
Indianapolis, IN 46204

Dale Brier, Director
Indiana Department of Natural Resources
Division of Outdoor Recreation
402 W. Washington St., Room W271
Indianapolis, IN 46204

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

Beth McCord, Director and Deputy State
Historic Preservation Officer
Indiana Department of Natural Resources
Division of Historic Preservation &
Archaeology
402 W. Washington St., Room W274
Indianapolis, IN 46204

Jerry Raynor, State conservationist
Natural Resource Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278-2933

Mayor Joe Hogsett
200 E. Washington St.
Suite 2501
Indianapolis, IN 46204

City-County Council
200 E. Washington St.
T241
Indianapolis, IN 46204

INDOT Greenfield District
32 South Broadway
Greenfield, IN 46140

Surface Deployment and Distribution
Command, Dept. of Army
Public Affairs
1 Soldier Way, Rm 3129
Scott AFB, IL 62225-5006

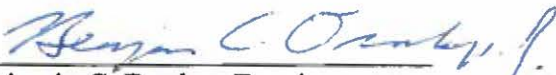
U.S. Railroad Retirement Board
Birch Bayh Federal Building
46 East Ohio Street, Ste 413
Indianapolis, IN 46204-1946

Department of Defense
Transportation Engineering Agency
1 Soldier Way, Bldg. 1900W
Scott AFB, IL 6225-5006

Vicki Christiansen, Chief
U.S. Forest Service
United States Department of Agriculture
1400 Independence Ave, SW
Washington, DC 20250-1111

Federal Railroad Administration
Region 4
200 West Adams Street, Suite 310
Chicago, IL 60606

Date: October 25, 2019


Benjamin C. Dunlap, Esquire

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C. 20423

STB NO. AB 167 (SUB-NO. 1194X)

CONSOLIDATED RAIL CORPORATION – ABANDONMENT EXEMPTION – IN
INDIANAPOLIS, INDIANA

NOTICE OF EXEMPTION

ENVIRONMENTAL AND HISTORIC REPORT

Consolidated Rail Corporation (“Conrail”) submits this combined Environmental and Historic report in accordance with 49 C.F.R. §§ 1105.7 and 1105.8. Conrail has fulfilled the requirements of §§ 1105.7 and 1105.8 by consulting with the specified and appropriate public agencies by sending letters requesting comments on the effect of this proposed abandonment on the environment and on matters of historic preservation. Copies of the all the letters and responses received to date by Conrail are attached to this Report. Any responses received in the future will be promptly furnished to the Board.

ENVIRONMENTAL

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: The proposed action is the abandonment of an out-of-service section of a line of railroad known as Thorne Secondary, Line Code 8206, from Milepost 179.52 to 180.80 in the City of Indianapolis, Indiana, within U.S. Postal Service Zip Code 46219 (the “Line”). Conrail expects to file a Notice of Exemption to abandon the Line on or after November 25, 2019. As the

Line has been out of service for more than two years, no commodities are transported on the Line and no changes in current operations or maintenance practices will result from the proposed abandonment. There are no structures located on the Line and the planned abandonment will not result in any salvage activity. The purpose of the abandonment of the Line is to facilitate the sale of the Line to the Indiana Department of Parks & Recreation for development and expansion of their trail system, Pennsy Trail. Conrail is not aware of any other reasonable alternative to the proposed abandonment. The Line is not active or connected to any other line of railroad and is not within Conrail's operating territory. In prior proceedings, a portion of Thorne Secondary, east of the proposed action, was legally abandoned years ago: Charlottesville, Milepost 158.0 to Indianapolis, Milepost 179.8 in ICC No. AB-167 (Sub. No. 284N). Also, the line west of Thorne Secondary, known as Arlington Runner, Line Code 8342, from Milepost 0.10 to Milepost 0.25 was legally abandoned in STB No. AB-167 (Sub. No. 1167X). There have been no customers served off the Line for more than two years. A detailed map is attached as Exhibit "1".

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: The proposed abandonment will not have any effects on regional or local transportation systems and patterns because the Line has been out of service for more than two years. There will not be a diversion of passengers or freight to any other transportation systems or modes as a result of the proposed abandonment. Conrail sent a letter to the Indiana Department of Transportation requesting comment on the proposed abandonment on August 26, 2019. Upon receipt of any response, Conrail will forward the same to the Board.

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. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9. (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. 10905 and explain why.

Response:

- (i) Conrail is unaware of any inconsistencies between the proposed abandonment and existing land use plans. Mayor Joe Hogsett and the City-County Council of Indianapolis and Marion County were consulted on this matter by letters dated August 26, 2019. Upon receipt of any response, Conrail will forward the same to the Board.
- (ii) The proposed abandonment will not have any effect on prime agricultural land. Conrail has consulted with the U.S. Soil Conservation Service, now called the Natural Resources Conservation Service ("NRCS"), on this matter by letter dated August 26, 2019. The NRCS responded on September 10, 2019, a copy of the letter is attached hereto as Exhibit "2", stating that the proposed abandonment will not cause a conversion of prime farmland.
- (iii) Conrail is unaware of any effect the proposed abandonment would have on a designated coastal zone. The Indiana Department of Natural Resources and the Regional U.S. Environmental Protection Agency were consulted in this regard. Upon receipt of any response, Conrail will forward the same to the Board.
- (iv) The right-of-way is suitable for alternative public use. Conrail intends to sell the Line to the Indiana Department of Parks and Recreation for development and expansion of the Pennsy Trail system.

4. Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (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. To minimize the production of repetitive data, the information on overall energy efficiency in § 1105.7(e)(4)(iii) need not be supplied if the more detailed information in § 1105.7(e)(4)(iv) is required.

Response: The Line is out of service and has not handled any local or overhead traffic for over two years. Therefore, the proposed abandonment will not affect the transportation of energy resources or recyclable commodities, will not result in any change in overall energy efficiency, and will not cause any diversion from rail to motor carriage.

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. (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. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10502), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (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: Because the Line has been out of service for more than two years and has handled no traffic within that period, the proposed abandonment will have no impact on rail or motor carrier traffic. In addition, the abandonment would not affect the air quality or the transportation of ozone depleting materials.

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: This assessment is inapplicable to the proposed abandonment because the thresholds identified in item 49 C.F.R. § 1105.7(5)(i) have not been surpassed.

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

- (i) Because the Line is out of service and not connected to any other line of railroad, the proposed action will have no effect on public health and safety.
- (ii) No hazardous materials will be transported as a result of the proposed abandonment.
- (iii) Conrail is unaware of any hazardous material spills on the right-of-way.

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

Response:

- (i) Conrail is aware of no endangered or threatened species or areas designated as a critical habitat likely to be affected by the proposed abandonment. The U.S. Fish and Wildlife Service Indiana Field Office was consulted on this matter by letter dated August 26, 2019. Upon receipt of any response, Conrail will forward the same to the Board.
- (ii) The proposed abandonment will have no effects on wildlife sanctuaries or national or state parks or forests. Conrail consulted with the National Park Service Conservation and Outdoor Recreation Division by letter dated August 26, 2019 to ascertain whether any wildlife sanctuaries, national or state parks or forests were likely to be affected. NPS responded by letter on September 25, 2019, attached hereto as Exhibit "3", stating the NPS "does not have any concerns." In addition, a letter was sent on August 26, 2019 to the National Park Service Midwest Region for consultation on the matter. Upon receipt of any further response, Conrail will forward the same to the Board.

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. (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.
(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.)

Response:

(i) Conrail is aware of no inconsistency of the proposed abandonment with federal, state or local water quality standards. The Indiana Department of Natural Resources Division of Water and the Indiana Department of Environmental Management have been contacted for comment on this matter by letters dated August 26, 2019. Upon receipt of any response, Conrail will forward the same to the Board.

(ii) No dredging or discharge of dredge or fill materials into navigable waters will be involved and therefore no permits will be required under Section 4004 of the Clean Water Act (33 U.S.C. § 1344). The proposed abandonment will not affect designated wetlands or 100-year floodplains. Consultation was requested on this issue from the U.S. Army Corps of Engineers by letter dated August 26, 2019. Upon receipt of any response, Conrail will forward the same to the Board.

(iii) Permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are not required for the proposed action because there will be no pollutant discharge as a result of the abandonment. Conrail wrote to the Indiana Department of Environmental Management, U.S. Environmental Protection Agency, and Indiana Department of Natural Resources for comment on the proposed action. Upon receipt of any response, Conrail will forward the same to the Board.

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

Response: Abandonment of the Line will not produce adverse environmental impacts and thus, mitigation is inapplicable.

11. Additional Information for Rail Constructions.

Response: Inapplicable, as the proposed abandonment is not a rail construction project.

HISTORIC

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.

Response: The proposed action is the abandonment of an out-of-service section of a line of railroad known as Thorne Secondary, Line Code 8206, from Milepost 179.52 to 180.80 in the city of Indianapolis, Indiana, within U.S. Postal Service Zip Code 46219 (the "Line"). Conrail expects to file a Notice of Exemption to abandon the Line on or after November 25, 2019. As the Line has been out of service for more than two years, no commodities are transported on the Line and no changes in current operations or maintenance practices will result from the proposed abandonment. There are no structures located on the Line and the planned abandonment will not result in any salvage activity. The purpose of the abandonment of the Line is to facilitate the sale of the Line to the Indiana Department of Parks & Recreation for development and expansion of their trail system, Pennsy Trail. Conrail is not aware of any other reasonable alternative to the proposed abandonment. The Line is not active or connected to any other line of railroad and is not within Conrail's operating territory. In prior proceedings, a portion of Thorne Secondary, east of the proposed action, was legally abandoned years ago: Charlottesville, Milepost 158.0 to Indianapolis, Milepost 179.8 in ICC No. AB-167 (Sub. No. 284N). Also, the line west of Thorne Secondary, known as Arlington Runner, Line Code 8342, from Milepost 0.10 to Milepost 0.25 was legally abandoned in STB No. AB-167 (Sub. No. 1167X). There have been no customers served off the Line for more than two years.

2. Map. 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.

Response: A map of the Line proposed for abandonment is attached as Exhibit "1".

3. Description of Right of Way. A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

Response: The right-of-way proposed for abandonment approximately 1.28 miles long and is located in Indianapolis, Indiana within United States Postal Service Zip Code 46219. The Line runs from Milepost 179.52 to 180.80. The topography of the surrounding area is flat.

4. Photographs. 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;

Response: There are no structures on the property.

5. Construction Dates. 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.

Response: Not applicable because there are no structures on the property.

6. Carrier Operations. 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;

Response: The Line is out of service and has handled no traffic within the past two years. Consequently, no change in operations is contemplated as a result of the proposed abandonment.

7. Summary of Documents. 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;

Response: There are no structures on the Line that have been determined to be historic.

8. Opinion regarding historical matters. 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 CFR 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);

Response: Based on readily available information in its possession and consultation with the Indiana Department of Natural Resources ("IDNR"), it is Conrail's opinion that the site of the Line does not meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4). There is not a likelihood of archeological resources or any other previously unknown historic properties on the Line. Conrail has consulted with the IDNR by letter dated August 26, 2019. The IDNR responded on October 4, 2019, and stated that the IDNR did not identify "any

historic buildings, structures, districts, or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.” A copy of the IDNR response is attached hereto as Exhibit “4”.

9. Description of certain matters. 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 manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

Response: Based on readily available information in its possession, Conrail is aware of no prior subsurface ground disturbance or fill or environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources. The Indiana Department of Natural Resources (“IDNR”) was consulted on this issue on August 26, 2019. In its response dated October 2, 2019, IDNR took no issue with Conrail’s abandonment of the Line. A copy of the IDNR response is attached hereto as Exhibit “4”.

CERTIFICATION

Pursuant to the requirements of 49 C.F.R. §§ 1105.7(c) and 1105.8(c), the undersigned certifies that a copy of the Environmental and Historic Report was mailed, via U.S. Mail, First Class, Postage Pre-paid, from Harrisburg, Pennsylvania to the agencies listed on the attached Service List and within the time period specified in 49 C.F.R. §§ 1105.7(b) and 1105.8(c). The undersigned also certifies that he has consulted with all appropriate agencies in preparing the Environmental and Historic Report.

A handwritten signature in blue ink, reading "Benjamin C. Dunlap, Jr.", is written over a horizontal line.

Benjamin C. Dunlap, Jr., Esquire

EXHIBIT 1



Google Earth

2018 Europa Technologies
2018 Google

2000 ft



EXHIBIT 2



Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

September 10, 2019

Benjamin C. Dunlap, Jr.
Nauman Smith
200 North 3rd Street, 18th Floor
Harrisburg, Pennsylvania 17101

Dear Mr. Dunlap:

The proposed project to abandon and sell an out of-service section of a rail line in Indianapolis known as Thorne Secondary, Line Code 8206 to the Indiana Department of Parks & Recreation for development and expansion of their trail system, Pennsy Trail in Marion County, Indiana, as referred to in your letter received August 29, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR Digitally signed by JERRY RAYNOR
Date: 2019.09.13 14:49:17 -04'00'

JERRY RAYNOR
State Conservationist

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.

EXHIBIT 3

From: [Benjamin Dunlap](#)
To: [Jennifer Bruce](#)
Subject: FW: Railroad Line Abandonment
Date: Wednesday, September 25, 2019 2:56:00 PM

From: Hennessy, Rita <rita_hennessy@nps.gov>
Sent: Wednesday, September 25, 2019 1:55 PM
To: Benjamin Dunlap <bdunlapjr@nssh.com>
Subject: Railroad Line Abandonment

Hi Ben,

Per your letter dated August 26, 2019 addressed to Bob Ratcliffe, and my followup phone call today, the National Park Service does not have any concerns.

--

Rita Hennessy
Program Lead, Wild and Scenic Rivers & National Trails Systems
Department of the Interior
National Park Service
1849 C Street, NW, Rm 1344
Washington, DC 20240
202-354-6938

"A national trail is a gateway into nature's secret beauties, a portal to the past, a way into solitude and community. It is also an inroad to our national character. Our trails are both irresistible and indispensable."

—STEWART UDALL, US Secretary of the Interior (1961–69); 1920–2010



EXHIBIT 4

Benjamin C. Dunlap, Jr.
October 4, 2019
Page 2

If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or ajohnson@dnr.IN.gov. If you have questions about buildings or structures please contact Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #24337.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:ALJ:aj

emc: David C. Navecky, Surface Transportation Board