



EI-20501

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CRAIG A. POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

August 4, 2014

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

**Re: Cultural Historic Resource Survey for the Joint Use of the Louisville and Indiana
Railroad in Louisville, Jefferson County, Kentucky**

Dear Ms. Yasbin:

The State Historic Preservation Office received the above referenced report for review and comment. Additional information to clarify the scope of the project was requested from and provided by your cultural resource consultant. The undertaking involves joint use of a line by CSX Transportation, Inc., and the Louisville and Indiana Railroad Company, Inc., between Indianapolis, IN, and Louisville, KY. While the work will not involve construction in the 1.5 miles of Kentucky rail line included in the project, it will result in more than double the current train traffic through an area with known cultural resources.

The report accounts for eight previously surveyed, National Register listed or eligible historic properties (JFWP-148, 149, 164, 327 and 528, as well as JFSW-401, 404 and 436). An additional 30 previously unidentified historic resources were documented. A total of 14 were recommended eligible for listing (JFSW-980, 982-983, 985 and 987, JFWP-614 and 615, and JFWR-3826, 3828, 3832, 3835, 3837, 3839, and 3840). The remaining 16 were considered ineligible for listing (JFSW-979, 981, 984, 986, and 988, JFWP-616, and JFWR-3825, 3827, 3829-3831, 3833-3834, 3836, 3838, and 3841.) Based on the information available at this time, we concur with the assessments of eligibility for all but JFSW-988, JFWR-3825 and 3838, and JFWP-616. These resources do not appear to be individually eligible, and no additional information is requested on these resources at this time. However, should these properties ever become the subject of undertakings where direct effects are likely, we would recommend they be reassessed in coordination with local consulting parties to ensure there is no potential for a district to which they might contribute.

Focusing on potential noise and vibration impacts, it was the finding of the report's author that the undertaking currently under consideration will have no adverse effect on historic properties. We concur with that assessment.

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The report notes that CSXT "has proposed to work with interested parties to mitigate the effects of increased rail traffic by establishing quiet zones..." While many of the examples of noise-reducing measures which follow are related to track and equipment maintenance, should collaboration with interested parties result in any sound attenuation proposals which involve work on buildings in Kentucky, consultation with our office should resume.

If you have questions regarding these comments, please contact Jill Howe of my staff at (502) 564-7005, extension 121.

Sincerely,



Craig A. Potts
Executive Director and
State Historic Preservation Officer

Cc: Liz Heavrin (CRAI)

CP;jh