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September 18, 2013

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Rec'd 9/18/13

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

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

Dear Mr. Slider:

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

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

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

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

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

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

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

Sincerely yours,



Melanie B. Yasbin

Attorney for CSX Transportation, Inc.

Attachment

cc: David Navecky, STB