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BAKER & MILLER PLLC

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Crystal M. Zorbaugh

(202) 663-7831 (Direct Dial)
E-Mail: czorbaugh@bakerandmiller.com

Office of Proceedings
August 26, 2019
Part of
Public Record

August 26, 2019

BY HAND DELIVERY

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

Re: Norfolk Southern Railway Company – Abandonment Exemption – In the City of Greensboro, North Carolina, AB-290 (Sub-No. 404X)

Dear Ms. Brown:

Pursuant to 49 C.F.R. Part 1152, Subpart F – Exempt Abandonments and Discontinuances enclosed are an original and 11 copies of a verified notice of exemption for Norfolk Southern Railway Company ("NSR") to abandon rail service over an approximately 3.1-mile-rail line, extending from Milepost CF-65.6 to Milepost CF-68.7 (the "Line") in the City of Greensboro, North Carolina.

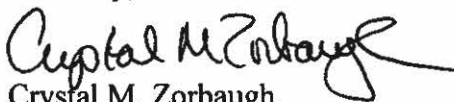
Please acknowledge receipt and filing of this notice of exemption by date stamping the enclosed eleventh copy and returning it to the courier for return to me. This submission also includes an electronic copy of the entire filing and a separate electronic file of a draft Federal Register notice. A check in the amount of \$4,200.00 is enclosed to cover the applicable filing fee. If there are any questions about this matter, please contact me directly, either by telephone: 202-663-7831 or by e-mail: czorbaugh@bakerandmiller.com or William A. Mullins, who can be reached at (202) 663-7823 or by e-mail at wmullins@bakerandmiller.com.

FILED
August 26, 2019
SURFACE
TRANSPORTATION BOARD

Enclosures

cc: Greg Summy, Laura Hoag, Scott Plum

Sincerely,



Crystal M. Zorbaugh

Attorney for Norfolk Southern Railway Company

FEE RECEIVED
August 26, 2019
SURFACE
TRANSPORTATION BOARD

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT



**Greg E. Summy
General Solicitor
NORFOLK SOUTHERN CORPORATION
Three Commercial Place
Norfolk, Virginia 23510
Tel: (757) 533-4939
Fax: (757) 533-4872**

**William A. Mullins
Crystal M. Zorbaugh
BAKER & MILLER PLLC
2401 Pennsylvania Ave., NW
Suite 300
Washington, DC 20037
Tel: (202) 663-7820
Fax: (202) 663-7849**

August 26, 2019

***This filing contains color.**

**Attorneys for Norfolk Southern Railway
Company**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

Norfolk Southern Railway Company (“NSR”) hereby submits a 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 an approximately 3.1-mile-rail line, extending from Milepost CF-65.6 to Milepost CF-68.7 (the “Line”) in the City of Greensboro, North Carolina. All of the track is located in the City of Greensboro, North Carolina. The Line traverses United States Postal Zip Code territories 27401, 27406 and 27408. There are no customers served on the Line, which has been out of service for over two years.

In accordance with 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 Certification of Claude Friesland, General Manager Operations - Southern Region for Norfolk Southern Railway Company (Exhibit A). During the past two years, NSR has provided no local or overhead traffic over the Line; overhead traffic, if there were any, could be rerouted over other lines; and no formal complaint has been 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 is either pending before the Surface Transportation Board or any U.S. District Court, or has been decided in favor of the complainant within the two-year period.

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

The proposed abandonment will be consummated on or after October 15, 2019 (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 applicant (49 C.F.R. § 1152.22(a)(1)):

Norfolk Southern Railway Company

Whether applicant is a common carrier by railroad (49 C.F.R. § 1152.22(a)(2)):

Norfolk Southern Railway Company is a common carrier by 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 hereby invokes the Board's two-year-out-of-service class exemption procedures to abandon rail service over an approximately 3.1-mile-rail line, extending from Milepost CF-65.6 to Milepost CF-68.7 (the "Line") in the City of Greensboro, North Carolina. All of the track is located in the City of Greensboro, North Carolina. The Line traverses United States Postal Zip Code territories 27401, 27406 and 27408.

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 is as follows:

William A. Mullins
Crystal M. Zorbaugh
BAKER & MILLER PLLC
2401 Pennsylvania Ave., NW, Suite 300
Washington, DC 20037
Tel: (202) 663-7820
Fax: (202) 663-7849

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

The Line is located in the following United States Postal Zip Code territories: 27401, 27406 and 27408.

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

For the right-of-way underlying the Line proposed for abandonment, NSR has a mix of fee simple and easement interests; thus, NSR may have a corridor available for redeployment for alternative public use(s). However, NSR is currently in discussions with a local entity concerning possibly establishing a trail over the Line. The Line does not contain any federally granted right-of-way. As appropriate, NSR is willing promptly to 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 exercise of abandonment authority. Nevertheless, the interests of 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 as set forth at 49 C.F.R. § 1105.11.

Environmental and Historic Report

As is reflected in the certificate of compliance with the provisions of 49 C.F.R. § 1105.11 (see Exhibit D), NSR has prepared a combined Environmental and Historic Report ("E&HR") in

anticipation of the proposed abandonment portion of the proceeding, 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 Attachment 1 to Exhibit D (§ 1105.11 certification).

Greg E. Summy
General Solicitor
NORFOLK SOUTHERN CORPORATION
Three Commercial Place
Norfolk, Virginia 23510
Tel: (757) 533-4939
Fax: (757) 533-4872

August 26, 2019

Respectfully submitted,



William A. Mullins
Crystal M. Zorbaugh
BAKER & MILLER PLLC
2401 Pennsylvania Ave., NW
Suite 300
Washington, DC 20037
Tel: (202) 663-7820
Fax: (202) 663-7849

Attorneys for Norfolk Southern Railway Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

VERIFICATION

Verification

I, Michael McClellan, Vice President for Norfolk Southern Railway Company ("NSR") hereby verify under penalty of perjury that to the best of my knowledge, the foregoing abandonment notice of exemption is true and correct. Further, I certify that I am qualified and authorized to make such verification on behalf of NSR in connection with this proceeding before the Surface Transportation Board.

Executed this 23rd day of August, 2019



Michael McClellan
Vice President
Norfolk Southern Railway Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT A

CERTIFICATION

CERTIFICATION

STATE OF GEORGIA:

ss:

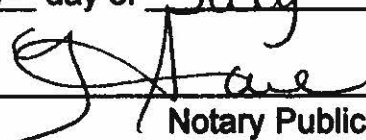
CITY OF AUSTELL:

C. Friesland makes oath and says that he is General Manager Operations – Southern Region for Norfolk Southern Railway Company (NSR); that the rail line between Milepost CF 65.6 and Milepost CF 68.7, over which service is to be discontinued, is subject to his supervision and direction; that no local traffic has moved over the line for at least two years, that no overhead traffic has moved over the line for at least two years and that overhead traffic, if there were any, could 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 before the Surface Transportation Board or any U. S. District Court or has been decided in favor of the complainant within the two-year period.



Claude Friesland

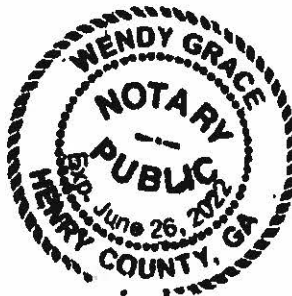
Subscribed and sworn to before me this
24 day of July, 2019.



Notary Public

My commission expires:

6/26/2022



**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

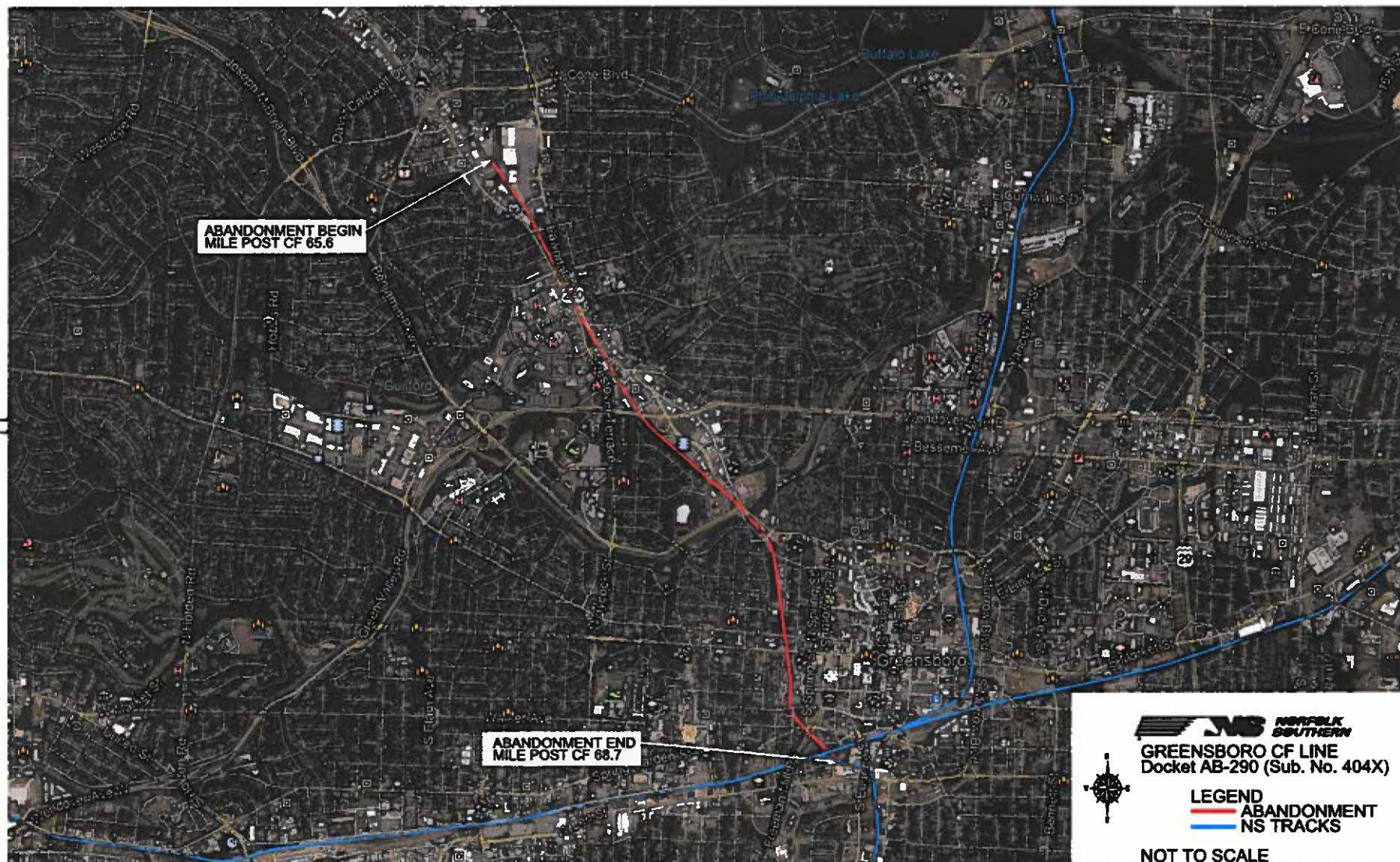
**NORFOLK SOUTHERN RAILWAY COMPANY
- ABANDONMENT EXEMPTION -
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT B

MAP

-11-



**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

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 July 30, 2019, 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 invoke the Board's notice of exemption procedures to abandon rail service over an approximately 3.1-mile-rail line, extending from Milepost CF-65.6 to Milepost CF-68.7 (the "Line") in the City of Greensboro, North Carolina. I further certify that the line does not contain any federally granted right of way.

Public Service Commission, et al.

North Carolina Utilities Commission
4325 Mail Service Center
Raleigh, NC 27699-4300

Mr. Jason T. Orthner
Rail Division Director
N.C. DOT, Rail Division
1553 Mail Service Center
Raleigh, NC 27699-1533

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

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

The National Park Service, Recreation Resources Assistance Division

Mr. Stephan Nofield
National Park Service
Rivers, Trails and Conservation Assistance Program
1849 C Street NW, Room 1344
Washington DC 20240

Mr. Bill Lane
National Park Service
Rivers, Trails and Conservation Assistance Program
Atlanta Federal Center, 1924 Building
100 Alabama Street SW
Atlanta, GA 30303

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

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

August 26, 2019


Crystal M. Zorbaugh
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 August 4, 2019, in the Greensboro News Record, a newspaper of general circulation in the City of Greensboro, North Carolina.

August 26, 2019


Crystal M. Zorbaugh
Attorney for Norfolk Southern Railway Company

Greensboro News Record

Advertising Affidavit

Account Number

4050702

200 E. Market St
Greensboro, NC. 27401
(336) 373-7287

Date

August 04, 2019

BAKER & MILLER PLLC
2401 PENNSYLVANIA AVE NW SUITE 300
WASHINGTON, DC 20037

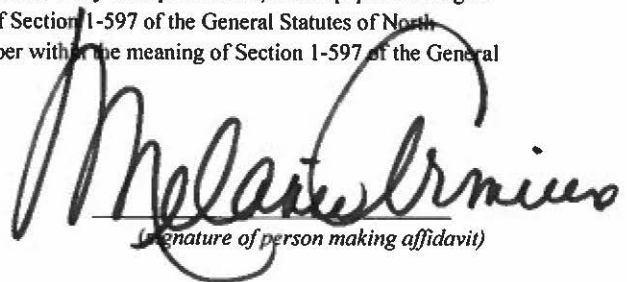
PO Number	Order	Category	Description
ABANDON RAIL	0000585633	Legal Notices	NOTICE OF INTENT TO ABANDON RAIL SERVICE AB-290 (Sub-No. 404X) Norfolk Sou.

Publisher of the Greensboro News Record

Before the undersigned, a Notary Public of Guilford, North Carolina, duly commissioned, qualified, and authorized by law to administer oaths, personally appeared the Publisher Representative who by being duly sworn deposes and says: that he/she is the Publisher's Representative of the Greensboro News Record, engaged in the publishing of a newspaper known as Greensboro News Record, published, issued and entered as second class mail in the City of Greensboro, in said County and State: that he/she is authorized to make this affidavit and sworn statement: that the notice or other legal advertisement, a copy of which is attached hereto, was published in the Greensboro News Record on the following dates:

08/04/2019

and that the said newspaper in which such notice, paper document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina.


(Signature of person making affidavit)

Sworn to and subscribed before me the 5 day of August, 2019

LEA ANNE LAMB
NOTARY PUBLIC
GUILFORD COUNTY, NC
My Commission Expires June 15, 2024


(Notary Public)

NOTICE OF INTENT TO ABANDON
RAIL SERVICE

AB-290 (Sub-No. 404X)

Norfolk Southern Railway Company ("NSR") gives notice that on or about August 26, 2019, it intends to file with the Surface Transportation Board ("Board"), Washington, DC 20423, a Notice of Exemption pursuant to 49 C.F.R Part 1152 Subpart F - Exempt Abandonments and Discontinuances, permitting NSR to abandon rail service over an approximately 3.1-mile-rail line, extending from Milepost CF-65.6 to Milepost CF-68.7 in the City of Greensboro, North Carolina. (the "Line"). The Line traverses United States Postal Zip Code territories 27401, 27406 and 27408. There are no customers served on the Line, which has been out of service for over two years. The proceeding has been docketed as AB-290 (Sub-No. 404X).

The proposed action entails the abandonment of rail service over the Line. For abandonments, 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 CFR. §§ 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR § 1104.12(a)]. Questions regarding OFAs, 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: Crystal M.
Zorbaugh, BAKER & MILLER PLLC,
2401 Pennsylvania Ave., N.W., Suite
300, Washington, DC 20037; phone:
202-663-7820; fax 202-663-7849.

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
- ABANDONMENT EXEMPTION -
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT D

**CERTIFICATE OF COMPLIANCE WITH
ENVIRONMENTAL AND HISTORIC REPORT
REQUIREMENTS**

Environmental and Historic Report
Certificate of Service

Pursuant to the requirements of 49 C.F.R. § 1105.7(b) and 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Combined Environmental and Historic Report in Docket No. AB-290 (Sub-No. 404X) was mailed via first class mail on July 25, 2019 to the following parties:

STATE HISTORIC PRESERVATION OFFICE

Ms. Ramona Bartos
Deputy State Historic Preservation Officer
North Carolina Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617

STATE CLEARINGHOUSE

North Carolina Department of Administration
State Environmental Review Clearinghouse
1301 Mail Service Center
Raleigh, NC 27699-1301

STATE DOT

Mr. Jason T. Orthner
Rail Division Director
N.C. DOT, Rail Division
1553 Mail Service Center
Raleigh, NC 27699-1533

US ENVIRONMENTAL PROTECTION AGENCY

US EPA
William Jefferson Clinton (WJC) Building
1200 Pennsylvania Ave., NW
Mail Code 1101-A
Washington, DC 20460

REGIONAL/STATE EPA

Mr. Chris Militscher
Chief NEPA Program Office
US EPA Region 4
Atlanta Federal Center
61 Forsyth Street SW
Atlanta, GA 30303-8960

North Carolina Department of Environmental Quality
Winston-Salem Regional Office
450 West Hanes Mill Road, Suite 300
Winston-Salem, NC 27105

CITY

Mayor Nancy Vaughan
City of Greensboro
Office of the Mayor
300 W. Washington Street
Greensboro, NC 27401

COUNTY

Mr. Marty K. Lawing
Guilford County Manager
301 West Market Street
Greensboro, NC 27402

US ARMY CORPS OF ENGINEERS

Mr. David Bailey
Regulatory Specialist
US Army Corps of Engineers Wilmington District
Raleigh Regulatory Field Office
3331 Heritage Trade Drive, Suite 105
Wake Forest, NC 27587

STATE COASTAL ZONE MANAGEMENT

Mr. Braxton Davis
Director, NC DEQ Division of Coastal Management
1638 Mail Service Center
Raleigh, NC 27699-1638

FISH AND WILDLIFE SERVICE

Mr. Leopoldo Miranda
United States Fish & Wildlife Service
Southeast Region 4
1875 Century Boulevard Suite 400
Atlanta, GA 30345

NATIONAL PARK SERVICE

Mr. Stephan Nofield
National Park Service
Rivers, Trails and Conservation Assistance Program
1849 C Street NW, Room 1344
Washington DC 20240

Mr. Bill Lane

Rivers, Trails and Conservation Assistance Program
Atlanta Federal Center, 1924 Building
100 Alabama Street SW
Atlanta, GA 30303

NATIONAL GEODETIC SURVEY

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

NATURAL RESOURCES CONSERVATION SERVICE

Mr. James Tillman
Regional Conservationist – Southeast
USDA Natural Resources Conservation Service
1400 Independence Ave SW, #5204-S
Washington, DC 20250

Mr. Tim Beard

State Conservationist
USDA NRCS State Office
4407 Bland Road Suite 117
Raleigh, NC 27609


Laura Hoag
August 26, 2019

ATTACHMENT 1

**ENVIRONMENTAL AND HISTORIC REPORT
INCLUDING SAMPLE TRANSMITTAL LETTER**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN THE CITY OF GREENSBORO, NC**

Combined Environmental and Historic Report

Norfolk Southern Railway Company (“NSR”) submits this Combined Environmental and Historic Report (“E&HR”) pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, in connection with NSR’s proposed abandonment of an approximately 3.1-mile- rail line,¹ extending from Milepost CF 65.6 to Milepost CF 68.7 (the “Line”) in the City of Greensboro, North Carolina.

July 25, 2019

¹ According to NSR’s research, the original North Carolina main line was authorized and established circa the 1870s as Mount Airy and Ore Knob Railroad Company; the railroad changed its name to Mount Airy Company in April 1879, prior to merging into The Florence and Fayetteville Railroad Company, in 1881. A portion of the rail line would become the Cape Fear & Yadkin Valley Railway Company (“CF”), which would be renamed the Western Railroad Company (“WRC”) in April 1879. The original WRC/CF main line extended from Wilmington, NC to Mount Airy, NC. WRC entered receivership in 1894. Atlantic & Yadkin Railway Company (“A&Y”) purchased certain assets out of receivership, while the remainder of the assets were conveyed to the Wilmington and Weldon Railway Company. Circa 1899, NSR’s predecessor, Southern Railway Company (“SRC”) purchased the stock of A&Y and became owner of the part of the railroad lying between Mount Airy and a designated point in Sanford, including all branches and side tracks between those termini. For several decades, A&Y operated as a Class III subsidiary of SRC. However, in 1950, A&Y was merged into SRC into SRC. SRC was merged into NSR in 1990.

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 3.1-mile-long-rail line extending from Milepost CF 65.6 to Milepost CF 68.7 in the City of Greensboro, North Carolina. There are four structures (bridges) on the Line.

No customers have been served on the Line for more than three years. Following abandonment, the Line's rail and related track material will be salvaged. Salvage will consist of removing the rail and track material from the existing roadbed. 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 soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no storm water 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 recycled in accordance with applicable federal and state laws and regulations.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. 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.

A map depicting the Line is 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**.

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 NSR 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: An outline of future land use plans has been requested from the City of Greensboro, North Carolina, and Guilford County, North Carolina, both of which were asked to comment on the consistency of the proposed abandonment of the Line with existing land use plans.

(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 because the Line to be abandoned is in the City of Greensboro. However, a copy of this E&HR has been mailed to The United States Department of Agriculture Natural Resources Conservation Service ("USDA NRCS") for its information and to provide USDA NRCS an opportunity to comment.

(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 within a coastal zone. However, a copy of the E&HR was mailed to the North Carolina Department of Environmental Quality, Division of Coastal Management for its information.

(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 has a mix of fee simple ownership and easements to the right-of-way underlying the Line proposed for abandonment; thus, NSR may have a corridor available for redeployment for alternative public use(s). However, NSR is currently in discussions with a local entity concerning possibly establishing a trail over the Line. The Line does not contain any federally granted right-of-way.

49 CFR 1105.7(e)(4) Energy.

(i) Describe the effect of the proposed action on 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 NSR rail freight or passenger 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 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: The above thresholds will not 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 abandonment will have any adverse impact on surrounding habitats and species. However, a copy of this E&HR has been mailed to the U.S. Fish and Wildlife Service to ascertain any impacts to surrounding habitats and species. No comments have been received yet.

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

RESPONSE: The Line does not pass through state parks or forests, national parks or forests, or wildlife sanctuaries. As such, no adverse effects on wildlife sanctuaries, national parks or forests, or state parks or forests are anticipated. Regardless, NSR requested input from the National Park Service. No comments have been received yet.

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 does not intend to remove or alter 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 storm water 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 more than three years.

Consultation was requested from the North Carolina Department of Environmental Quality (“NC DEQ”) and the United States Environmental Protection Agency (“EPA Region 4”). In email corresponded dated August 8, 2019, EPA Region 4 indicated there are no environmental issues associated with the proposed abandonment. A copy of that correspondence can be found in Appendix C.

(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: The geometry of the roadbed will not be altered and no in-stream work is contemplated. No discernible effects on either 100-year flood plains or adjacent wetlands are expected in connection with the proposed abandonment. Consultation was requested from the U.S. Army Corps of Engineers Wilmington Division Headquarters (“USACE”).

(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 does not plan to remove or alter the roadbed underlying the Line, or to undertake in-stream work or 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 storm water mitigation measures – including, but not limited to, 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, NSR has requested input from the EPA Region 4 and the North Carolina Department of Environmental Quality. In email corresponded dated August 8, 2019, EPA Region 4 indicated there are no environmental issues associated with the proposed abandonment. A copy of that correspondence can be found in Appendix C.

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: Abandonment of the Line is not expected to produce adverse environmental impacts for the reasons set forth above. Only minimal physical activity may occur as a result of the proposed abandonment, such as removal of rail, ties, and other railroad appurtenances. NSR will undertake all reasonable mitigation associated with these activities as directed by the Board to assure the abandonment does not produce adverse environmental impacts.

HISTORIC REPORT

49 CFR 1105.8(d)

PROPOSED ACTION AND ALTERNATIVES

NSR proposes to abandon an approximately 3.1-mile rail line, extending from Milepost CF 65.6 to Milepost CF 68.7 (the "Line") in the City of Greensboro, North Carolina. No customers have been served on the Line for more than three years.

Following abandonment, the rail and related track material will be salvaged. Salvage will consist of removing the rail and track material from the existing roadbed. 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 soil disturbance will occur. No digging or burying of any kind will be permitted. Accordingly, NSR believes that no storm water 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 recycled in accordance with applicable federal

and state laws and regulations.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. 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. A map depicting the Line is attached in **Appendix A**.

ADDITIONAL INFORMATION

- (1) **U.S.G.S. Topographic Map** – Map was furnished to the North Carolina State Historic Preservation Office.
- (2) **Written Description of Right of Way** – The right-of-way width ranges from 50 feet to 200 feet along the main track centerline. Pursuant to Surface Transportation Board policy, the railroad's right-of-way will constitute the Area of Potential Effect (“APE”) for this undertaking.
- (3) **Photographs** - Photographs of the four structures (bridges) on the Line were furnished to the North Carolina State Historic Preservation Office.
- (4) **Date of Construction of Structures** – There are four structures along the Line that are 50 years old or older, each of them are ordinary rail bridges. The first bridge at Milepost CF 67.6 was built in 1962; NSR is unable to determine when the bridges at Milepost CF 67.9, Milepost CF 68.10, and Milepost CF 68.4 were built. A bridge list is attached as **Appendix D**.
- (5) **History of Operations and Changes Contemplated** – The Line proposed for abandonment extends from Milepost CF 65.6 to Milepost CF 68.7 (the “Line”) in the City of Greensboro, North Carolina. According to NSR’s research the original North Carolina main line was authorized and established circa the 1870s as Mount Airy and Ore Knob Railroad Company; the railroad changed its name to Mount Airy Company in April 1879, prior to merging into The Florence and Fayetteville Railroad Company, in 1881. A portion of the rail line would become

the Cape Fear & Yadkin Valley Railway Company ("CF"), which would be renamed the Western Railroad Company ("WRC") in April 1879. The original WRC/CF main line extended from Wilmington, NC to Mount Airy, NC. WRC entered receivership in 1894. Atlantic & Yadkin Railway Company ("A&Y") purchased certain assets out of receivership, while the remainder of the assets were conveyed to the Wilmington and Weldon Railway Company. Circa 1899, NSR's predecessor, Southern Railway Company ("SRC") purchased the stock of A&Y and became owner of the part of the railroad lying between Mount Airy and a designated point in Sanford, including all branches and side tracks between those termini. For several decades, A&Y operated as a Class III subsidiary of SRC. However, in 1950, A&Y was merged into SRC.

(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 four structures 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 four structures within the APE for this project. NSR believes that none of the structures on the Line nor the Line itself meets the criteria for listing in the *National Register of Historic Places*. The railroad has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the Line proposed for abandonment in the course of track salvage.

(8) Subsurface Ground Conditions That Might Affect Archaeological Recovery

The railroad is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, abandonment of the Line and salvage of material from its surface will not affect any potential archaeological resources. The subsurface of the right-of-way was initially disturbed in the construction of the railroad line by grading and filling. Abandonment and salvage of the Line will not result in activities below the surface, or below the level of initial disturbance.

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

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

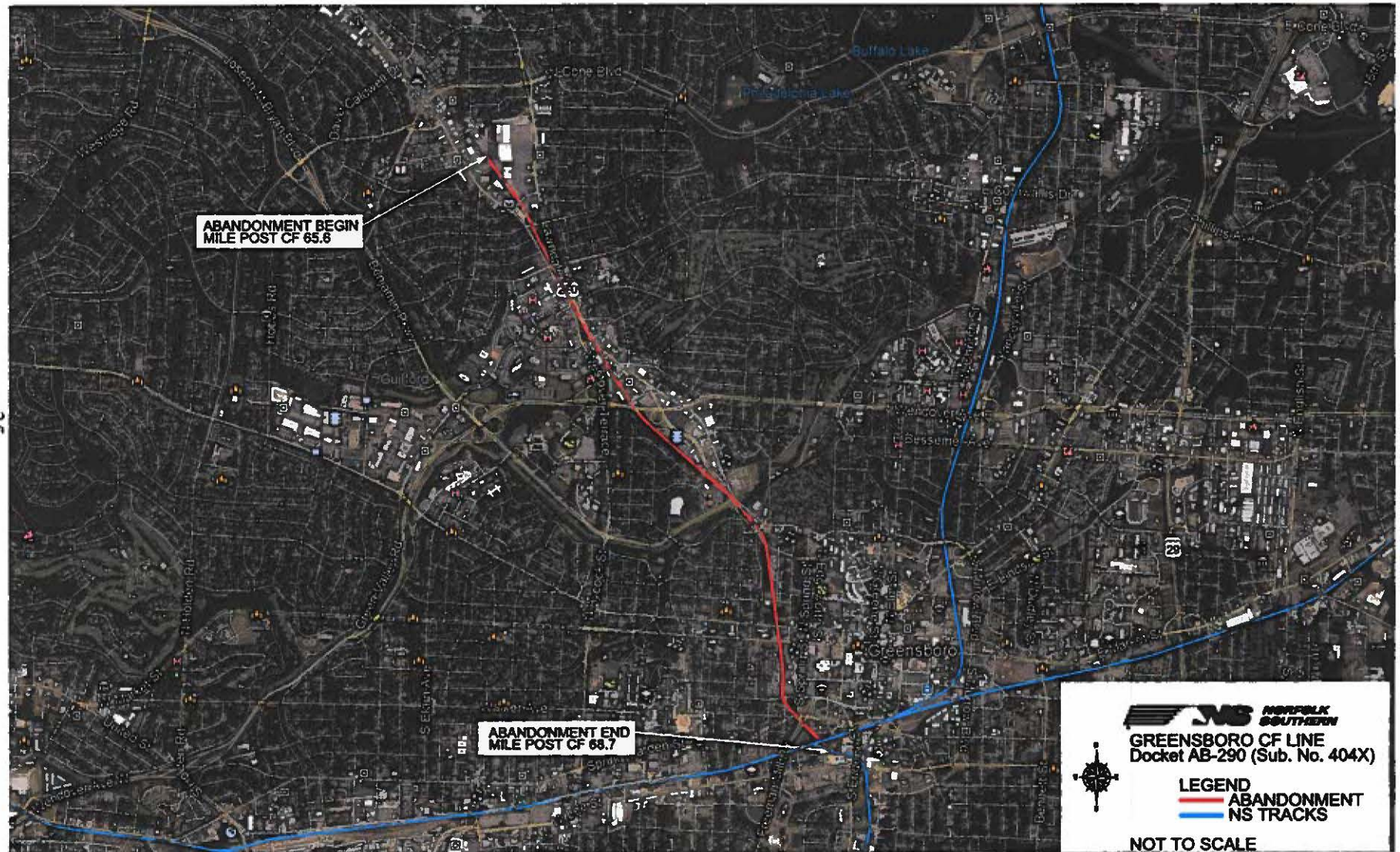
AB-290 (Sub. No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN THE CITY OF GREENSBORO, NC**

Combined Environmental and Historic Report

APPENDIX A

Map



**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
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APPENDIX B

Sample Consultation Letter & Recipient List

July 25, 2019

[ENTITY}

RE: AB-290 (Sub-No. 404X), Norfolk Southern Railway Company Abandonment – in Greensboro, NC

[GREETING]

Norfolk Southern Railway Company (NSR) plans to request authority from the Surface Transportation Board (STB) to abandon the segment of rail line between Milepost CF 65.6 and Milepost CF 68.7, a distance of 3.1 miles in the City of Greensboro, NC ("Line").

Enclosed is a Combined Environmental and Historic Report (Report) which describes the proposed abandonment and other pertinent information. A map of the proposed track abandonment can be found in **Appendix A** of this report. **Appendix B** of this report lists the various agencies receiving it. **Appendix C** of this report lists the various agency responses. **Appendix D** of this report provides a list of bridges on the Line.

The railroad does not anticipate adverse environmental impacts; however, if you identify any adverse environmental effects, please describe the actions that would assist in alleviating them. Please provide us with a written response indicating any concerns or lack thereof, which will be included in the Report and sent to the Surface Transportation Board (STB).

This Report is being provided so that you may submit information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is incorrect, if you think 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) by telephone at (202) 245-0245 or by mail to:

Surface Transportation Board
395 E Street, S.W., Room 1106
Washington DC 20423-0001

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.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing with the STB, NSR must receive your comments within three weeks. Please provide information to Scott Plum by email or by mail at:

Scott Plum, Manager
Strategic Planning – 12th Floor
Norfolk Southern Corporation
3 Commercial Place
Norfolk, VA 23510
(757) 629-2884
scott.plum@nscorp.com

Best regards,

Laura E. Hoag

Attachment

RECIPIENT LIST
AB-290 (Sub-No 404X)

Proposed Rail Line Abandonment on Norfolk Southern Railway Company's rail line segment between CF 65.6 and CF 68.7 in Greensboro, North Carolina, a distance of approximately 3.1 miles.

STATE HISTORIC PRESERVATION OFFICE

Ms. Ramona Bartos
Deputy State Historic Preservation Officer
North Carolina Historic Preservation Office
4617 Mail Service Center
Raleigh, NC 27699-4617

STATE CLEARINGHOUSE

North Carolina Department of Administration
State Environmental Review Clearinghouse
1301 Mail Service Center
Raleigh, NC 27699-1301

STATE DOT

Mr. Jason T. Orthner
Rail Division Director
N.C. DOT, Rail Division
1553 Mail Service Center
Raleigh, NC 27699-1533

US ENVIRONMENTAL PROTECTION AGENCY

US EPA
William Jefferson Clinton (WJC) Building
1200 Pennsylvania Ave., NW
Mail Code 1101-A
Washington, DC 20460

REGIONAL/STATE EPA

Mr. Chris Militscher
Chief NEPA Program Office
US EPA Region 4
Atlanta Federal Center
61 Forsyth Street SW
Atlanta, GA 30303-8960

North Carolina Department of Environmental Quality
Winston-Salem Regional Office
450 West Hanes Mill Road, Suite 300
Winston-Salem, NC 27105

CITY

Mayor Nancy Vaughan
City of Greensboro
Office of the Mayor
300 W. Washington Street
Greensboro, NC 27401

COUNTY

Mr. Marty K. Lawing
Guilford County Manager
301 West Market Street
Greensboro, NC 27402

US ARMY CORPS OF ENGINEERS

Mr. David Bailey
Regulatory Specialist
US Army Corps of Engineers Wilmington District
Raleigh Regulatory Field Office
3331 Heritage Trade Drive, Suite 105
Wake Forest, NC 27587

STATE COASTAL ZONE MANAGEMENT

Mr. Braxton Davis
Director, NC DEQ Division of Coastal Management
1638 Mail Service Center
Raleigh, NC 27699-1638

FISH AND WILDLIFE SERVICE

Mr. Leopoldo Miranda
United States Fish & Wildlife Service
Southeast Region 4
1875 Century Boulevard Suite 400
Atlanta, GA 30345

NATIONAL PARK SERVICE

Mr. Stephan Nofield
National Park Service
Rivers, Trails and Conservation Assistance Program
1849 C Street NW, Room 1344
Washington DC 20240

Mr. Bill Lane
Rivers, Trails and Conservation Assistance Program
Atlanta Federal Center, 1924 Building
100 Alabama Street SW
Atlanta, GA 30303

NATIONAL GEODETIC SURVEY

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

NATURAL RESOURCES CONSERVATION SERVICE

Mr. James Tillman
Regional Conservationist – Southeast
USDA Natural Resources Conservation Service
1400 Independence Ave SW, #5204-S
Washington, DC 20250

Mr. Tim Beard
State Conservationist
USDA NRCS State Office
4407 Bland Road Suite 117
Raleigh, NC 27609

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN THE CITY OF GREENSBORO, NC**

Combined Environmental and Historic Report

APPENDIX C

Agency Comments/Responses

Plum, Scott D.

From: Militscher, Chris <Militscher.Chris@epa.gov>
Sent: Thursday, August 8, 2019 10:23 AM
To: Plum, Scott D.
Subject: [EXTERNAL] FW: RE: AB-290 (Sub-No. 404X) NSRC Abandonment, Greensboro, NC

Mr. Plum: Please note that the EPA also reviewed the additional information provided in the letter and reports dated 7/25/19, and no adverse environmental impacts were identified. Thank you.

From: Militscher, Chris
Sent: Thursday, August 8, 2019 10:19 AM
To: scott.plum@nscorp.com
Subject: RE: AB-290 (Sub-No. 404X) NSRC Abandonment, Greensboro, NC

Mr. Plum: The U.S. Environmental Protection Agency Region 4 NEPA Section office has reviewed your information dated 7/19/19, concerning the proposed 3.1 mile railway abandonment in Greensboro, NC. The EPA did not identify any significant environmental issues associated with the proposed action. Thank you for the opportunity to comment.

Sincerely,

Christopher A. Militscher
Chief, NEPA Section
USEPA Region 4
61 Forsyth Street, SW
Atlanta, GA 30303
Militscher.chris@epa.gov



Plum, Scott D.

From: Deborah Brooks - NOAA Federal <Deborah.Brooks@noaa.gov>
Sent: Thursday, August 15, 2019 5:06 PM
To: Plum, Scott D.; Surface Transportation Board
Subject: [EXTERNAL] Re: NGS Response: STB AB-290 (Sub-No. 404X) Greensboro, NC
Attachments: PIDlistGreensboro.txt; railroadGreensboroMAP.pdf; Datasheets_Greensboro.txt

Mr. Plum,

Attached are the files as promised...

Ken Blodgett,
Just in case you are unable to open the attachments included in Scott Lokken's response...

Both of you, if you experience any issues with these attachments, contact me at deborah.brooks@noaa.gov, 301-713-3242.

Thank you for your patience

Deborah Brooks
NGS Infocenter

Plum, Scott D.

From: Militscher, Chris <Militscher.Chris@epa.gov>
Sent: Thursday, August 8, 2019 10:19 AM
To: Plum, Scott D.
Subject: [EXTERNAL] RE: AB-290 (Sub-No. 404X) NSRC Abandonment, Greensboro, NC

Mr. Plum: The U.S. Environmental Protection Agency Region 4 NEPA Section office has reviewed your information dated 7/19/19, concerning the proposed 3.1 mile railway abandonment in Greensboro, NC. The EPA did not identify any significant environmental issues associated with the proposed action. Thank you for the opportunity to comment.

Sincerely,

Christopher A. Militscher
Chief, NEPA Section
USEPA Region 4
61 Forsyth Street, SW
Atlanta, GA 30303
Militscher.chris@epa.gov



Plum, Scott D.

From: scott.lokken <ngs.infocenter@noaa.gov>
Sent: Thursday, August 15, 2019 12:44 PM
To: Plum, Scott D.
Subject: [EXTERNAL] [JIRA] (IMOV-5971) NGS Response: STB AB-290 (Sub-No. 404X) Greensboro, NC
Attachments: railroadGreensboroMAP-1.pdf

A comment is added on your issue:

Re: NGS Response: STB AB-290 (Sub-No. 404X) Greensboro, NC

I researched the NGS Database for survey marks near the the 3.1 mile rail line running between Milepost CF 65.6 and Milepost CF 68.7 (3.1 miles) in Greensboro, NC. (approximated)

The search yielded 10 marks that may be close to the tracks and could be impacted by the abandonment. One of these is a water tank likely removed previously and was not included in the listing.

I've attached the following files:

Datasheets_Greensboro.txt - a text file containing the NGS Datasheets for each mark.

PIDlistGreensboro.txt - text file containing the list of PIDs

railroadGreensboroMAP.pdf- pdf Map showing approximate location of the marks.

Please let me know if you need anything else.

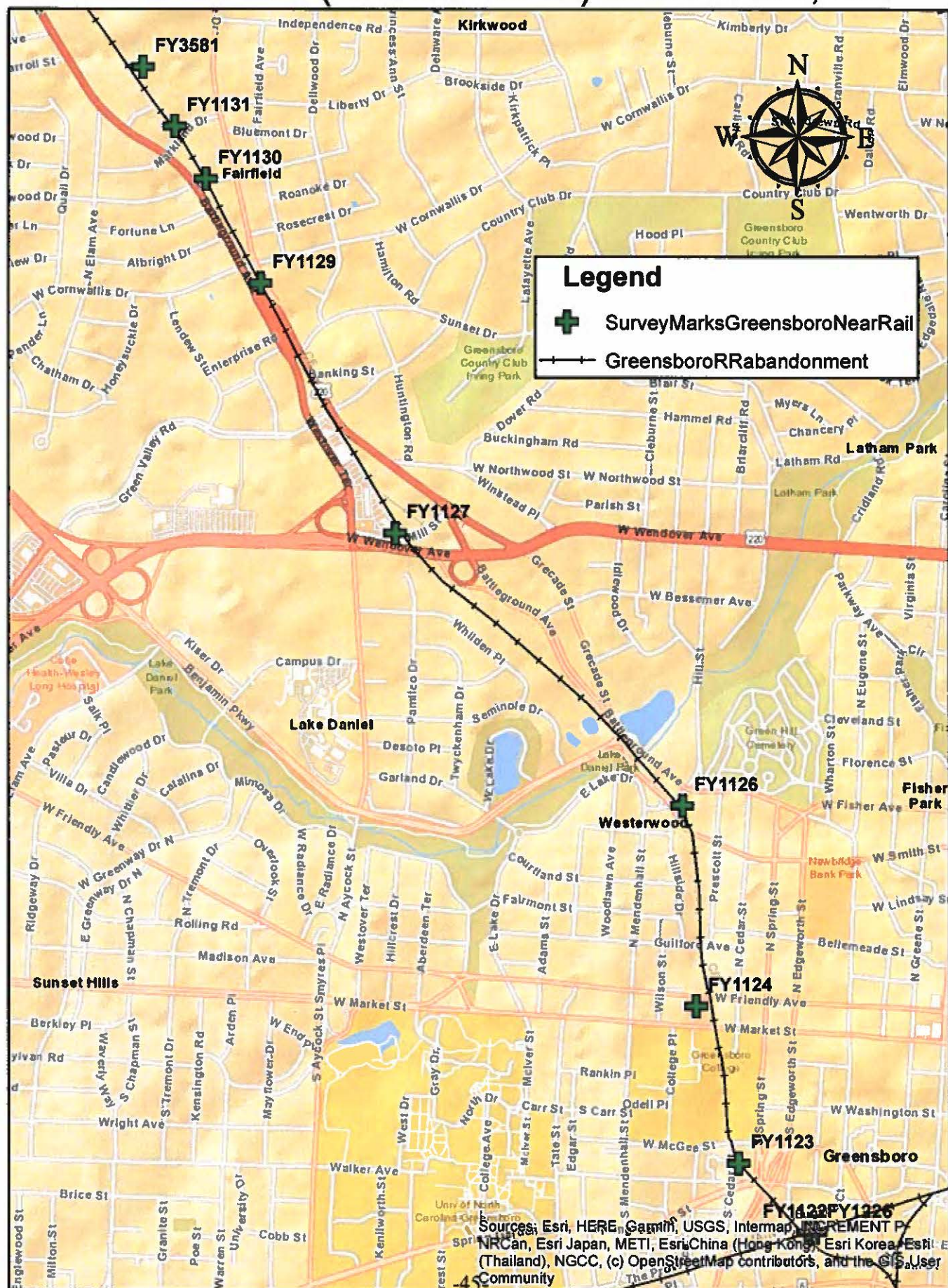
Sincerely,

Scott Lokken

NGS Mid-Atlantic Regional Geodetic Advisor

National Geodetic Survey

STB AB-290 (Sub-No. 404X) Greensboro, NC



PID List for Greensboro, NC Provided by NOAA / NGS Infocenter

**FY1122
FY1130
FY1129
FY1226
FY1131
FY1123
FY1124
FY1126
FY1127**

The NGS Data Sheet

See file dsdata.pdf for more information about the datasheet.

PROGRAM = datasheet95, VERSION = 8.12.5.3

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1122 *****

FY1122 DESIGNATION - 818 RESET

FY1122 PID - FY1122

FY1122 STATE/COUNTY- NC/GUILFORD

FY1122 COUNTRY - US

FY1122 USGS QUAD - GREENSBORO (1994)

FY1122

FY1122 *CURRENT SURVEY CONTROL

FY1122

FY1122* NAD 83(1986) POSITION- 36 03 59. (N) 079 47 44. (W) SCALED

FY1122* NAVD 88 ORTHO HEIGHT - 249.148 (meters) 817.41 (feet) ADJUSTED

FY1122

FY1122 GEOID HEIGHT - -30.866 (meters) GEOID12B

FY1122 DYNAMIC HEIGHT - 248.941 (meters) 816.73 (feet) COMP

FY1122 MODELED GRAVITY - 979,794.6 (mgal) NAVD 88

FY1122

FY1122 VERT ORDER - FIRST CLASS I

FY1122

FY1122.The horizontal coordinates were scaled from a topographic map and have

FY1122.an estimated accuracy of +/- 6 seconds.

FY1122.

FY1122.The orthometric height was determined by differential leveling and

FY1122.adjusted by the NATIONAL GEODETIC SURVEY

FY1122.in June 1991.

FY1122

FY1122.WARNING-Repeat measurements at this control monument indicate possible

FY1122.vertical movement.

FY1122

FY1122.Significant digits in the geoid height do not necessarily reflect accuracy.

FY1122.GEOID12B height accuracy estimate available here.

FY1122

FY1122.The dynamic height is computed by dividing the NAVD 88

FY1122.geopotential number by the normal gravity value computed on the

FY1122.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

FY1122.degrees latitude (g = 980.6199 gals.).

FY1122

FY1122.The modeled gravity was interpolated from observed gravity values.

FY1122

FY1122; North East Units Estimated Accuracy

FY1122;SPC NC - 257,250. 537,930. MT (+/- 180 meters Scaled)

FY1122

FY1122_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV084919(NAD 83)

FY1122

FY1122 SUPERSEDED SURVEY CONTROL

FY1122

FY1122 NGVD 29 (??/??/92) 249.381 (m) 818.18 (f) ADJ UNCH 1 1

FY1122

FY1122.Superseded values are not recommended for survey control.

FY1122

FY1122.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1122.See file dsdata.pdf to determine how the superseded data were derived.

FY1122

FY1122_MARKER: DB = BENCH MARK DISK

FY1122_SETTING: 38 = SET IN THE ABUTMENT OR PIER OF A LARGE BRIDGE

FY1122_SP_SET: OVERPASS ABUTMENT

FY1122_STAMPING: 818.289 1905 1907

FY1122_MARK LOGO: USGS

FY1122_MAGNETIC: N = NO MAGNETIC MATERIAL

FY1122_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

FY1122_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

FY1122+SATELLITE: SATELLITE OBSERVATIONS - August 02, 2006

FY1122

FY1122 HISTORY - Date Condition Report By

FY1122 HISTORY - 1905 MONUMENTED USGS

FY1122 HISTORY - 1967 GOOD CGS

FY1122 HISTORY - 20040806 GOOD NGS

FY1122 HISTORY - 20050209 GOOD GEOCAC

FY1122 HISTORY - 20060802 GOOD USPSQD

FY1122

FY1122 STATION DESCRIPTION

FY1122

FY1122'DESCRIBED BY COAST AND GEODETIC SURVEY 1967

FY1122'0.6 MI W FROM GREENSBORO.

FY1122'ABOUT 0.6 MILE WEST ALONG THE SOUTHERN RAILWAY COMPANY RAILROAD

FY1122'FROM THE STATION AT GREENSBORO, A U.S. GEOLOGICAL SURVEY DISK

FY1122'SET VERTICALLY IN THE WEST FACE AND 1.6 FEET SOUTH OF THE NORTH

FY1122'END OF THE EAST CONCRETE ABUTMENT OF THE RAILROAD OVERPASS FOR

FY1122'THE NORTHWEST-SOUTHEAST RAILROAD TRACK, 5 1/2 FEET EAST OF THE

FY1122'EAST RAIL OF THE NORTHWEST-SOUTHEAST TRACK, AND ABOUT 6 1/2 FEET

FY1122'ABOVE THE LEVEL OF THE TRACK.

FY1122

FY1122 STATION RECOVERY (2004)

FY1122

FY1122'RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 2004 (JMW)

FY1122'0.2 KM SOUTHERLY ALONG EDWARD R MORROW BOULEVARD FROM THE POST OFFICE

FY1122'IN GREENSBORO, THENCE 1.3 KM WESTERLY ALONG FRIENDLY AVENUE, THENCE

FY1122'0.5 KM SOUTHERLY ALONG SPRING STREET, THENCE 0.2 EASTERLY ALONG MCGEE

FY1122'STREET, THENCE 0.25 KM SOUTHERLY ALONG EDGEWORTH STREET, THENCE 0.1

FY1122'KM SOUTHEASTERLY ALONG A RAILROAD (ABANDONED), SET VERTICALLY IN THE

FY1122'WEST FACE OF THE EAST CONCRETE ABUTMENT OF A NORTHERN PACIFIC

FY1122'RAILROAD OVERPASS OF THE RAILROAD, 1.8 M ABOVE THE LEVEL OF THE TRACK,

FY1122'AND 1.7 M EAST OF THE NEAR RAIL. NOTE--THE MARK IS ON PROPERTY OWNED

FY1122'BY THE NORTHERN PACIFIC RAILROAD.

FY1122

FY1122 STATION RECOVERY (2005)

FY1122

FY1122'RECOVERY NOTE BY GEOCACHING 2005 (PFF)

FY1122'RECOVERED AS DESCRIBED.

FY1122'

FY1122

FY1122 STATION RECOVERY (2006)

FY1122

FY1122'RECOVERY NOTE BY US POWER SQUADRON 2006

FY1122'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1130 *****

FY1130 DESIGNATION - 851

FY1130 PID - FY1130

FY1130 STATE/COUNTY- NC/GUILFORD

FY1130 COUNTRY - US

FY1130 USGS QUAD - GREENSBORO (1994)

FY1130

FY1130 *CURRENT SURVEY CONTROL

FY1130

FY1130* NAD 83(1986) POSITION- 36 06 00. (N) 079 49 10. (W) SCALED

FY1130* NAVD 88 ORTHO HEIGHT - 259.062 (meters) 849.94 (feet) ADJUSTED

FY1130

FY1130 GEOID HEIGHT - -31.116 (meters) GEOID12B

FY1130 DYNAMIC HEIGHT - 258.844 (meters) 849.22 (feet) COMP

FY1130 MODELED GRAVITY - 979,783.8 (mgal) NAVD 88

FY1130

FY1130 VERT ORDER - FIRST CLASS II

FY1130

FY1130.The horizontal coordinates were scaled from a topographic map and have

FY1130.an estimated accuracy of +/- 6 seconds.

FY1130.

FY1130.The orthometric height was determined by differential leveling and

FY1130.adjusted by the NATIONAL GEODETIC SURVEY

FY1130.in June 1991.

FY1130

FY1130.Significant digits in the geoid height do not necessarily reflect accuracy.

FY1130.GEOID12B height accuracy estimate available here.

FY1130

FY1130.The dynamic height is computed by dividing the NAVD 88

FY1130.geopotential number by the normal gravity value computed on the

FY1130.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

FY1130.degrees latitude (g = 980.6199 gals.).

FY1130

FY1130.The modeled gravity was interpolated from observed gravity values.

FY1130

FY1130; North East Units Estimated Accuracy

FY1130;SPC NC - 261,000. 535,810. MT (+/- 180 meters Scaled)

FY1130

FY1130_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV062956(NAD 83)

FY1130

FY1130 SUPERSEDED SURVEY CONTROL

FY1130

FY1130 NGVD 29 (??/??/92) 259.29 (m) 850.7 (f) COMPUTED 1 2

FY1130

FY1130.Superseded values are not recommended for survey control.

FY1130

FY1130.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1130.See file dsdata.pdf to determine how the superseded data were derived.

FY1130

FY1130_MARKER: DD = SURVEY DISK

FY1130_SETTING: 17 = SET INTO TOP OF METAL PIPE DRIVEN INTO GROUND

FY1130_STAMPING: 850.776 1905

FY1130_MARK LOGO: USGS

FY1130_STABILITY: D = MARK OF QUESTIONABLE OR UNKNOWN STABILITY

FY1130

FY1130 HISTORY - Date Condition Report By

FY1130 HISTORY - 1905 MONUMENTED USGS

FY1130 HISTORY - 1965 MARK NOT FOUND CGS

FY1130 HISTORY - 1983 MARK NOT FOUND USPSQD

FY1130 HISTORY - 20040831 MARK NOT FOUND USPSQD

FY1130 HISTORY - 20050921 MARK NOT FOUND USPSQD

FY1130

FY1130 STATION DESCRIPTION

FY1130

FY1130'DESCRIBED BY COAST AND GEODETIC SURVEY 1965

FY1130'AT GREENSBORO.

FY1130'3.0 MILES NW ALONG THE SOUTHERN RAILWAY (FORMERLY THE ATLANTIC

FY1130'AND YADKIN RAILWAY) FROM THE STATION AT GREENSBORO, GUILFORD

FY1130'COUNTY, 50 FT. SOUTH OF MILEPOST 66, 150 FT. W OF THE CENTERLINE

FY1130'OF THE TRACK, 210 FT. S ALONG U.S. HIGHWAY 220 FROM FERNWOOD

FY1130'DR. IN AN OAK WOODS, 10 FT. W OF THE W EDGE OF THE PAVEMENT OF

FY1130'THE HIGHWAY. A USGS STANDARD CAP, STAMPED---850.776 1905---AND

FY1130'RIVETED ON THE TOP OF A 3 1/2 INCH IRON PIPE PROJECTING 1 FOOT

FY1130'ABOVE GROUND.

FY1130

FY1130 STATION RECOVERY (1983)

FY1130

FY1130'RECOVERY NOTE BY US POWER SQUADRON 1983

FY1130'MARK NOT FOUND.

FY1130

FY1130 STATION RECOVERY (2004)

FY1130

FY1130'RECOVERY NOTE BY US POWER SQUADRON 2004 (GPS)

FY1130'MARK NOT FOUND.

FY1130

FY1130 STATION RECOVERY (2005)

FY1130

FY1130'RECOVERY NOTE BY US POWER SQUADRON 2005

FY1130'MARK NOT FOUND.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1129 *****

FY1129 DESIGNATION - ROYAL

FY1129 PID - FY1129

FY1129 STATE/COUNTY- NC/GUILFORD

FY1129 COUNTRY - US

FY1129 USGS QUAD - GREENSBORO (1994)

FY1129

FY1129 *CURRENT SURVEY CONTROL

FY1129

FY1129* NAD 83(2011) POSITION- 36 05 48.00083(N) 079 49 02.20065(W) ADJUSTED

FY1129* NAD 83(2011) ELLIP HT- 226.098 (meters) (06/27/12) ADJUSTED

FY1129* NAD 83(2011) EPOCH - 2010.00

FY1129* NAVD 88 ORTHO HEIGHT - 257.193 (meters) 843.81 (feet) ADJUSTED

FY1129

FY1129 GEOID HEIGHT - -31.091 (meters) GEOID12B

FY1129 NAD 83(2011) X - 912,202.701 (meters) COMP

FY1129 NAD 83(2011) Y - -5,078,596.193 (meters) COMP

FY1129 NAD 83(2011) Z - 3,736,997.195 (meters) COMP

FY1129 LAPLACE CORR - 6.52 (seconds) DEFLEC12B

FY1129 DYNAMIC HEIGHT - 256.977 (meters) 843.10 (feet) COMP

FY1129 MODELED GRAVITY - 979,785.3 (mgal) NAVD 88

FY1129

FY1129 VERT ORDER - FIRST CLASS II

FY1129

FY1129 Network accuracy estimates per FGDC Geospatial Positioning Accuracy

FY1129 Standards:

FY1129	FGDC (95% conf, cm)	Standard deviation (cm)	CorrNE
FY1129	Horiz Ellip	SD_N SD_E SD_h (unitless)	
FY1129	-----		
FY1129	NETWORK 0.41 0.69	0.18 0.15 0.35	0.01673285
FY1129	-----		

FY1129 Click here for local accuracies and other accuracy information.

FY1129

FY1129

FY1129.The horizontal coordinates were established by GPS observations

FY1129.and adjusted by the National Geodetic Survey in June 2012.

FY1129

FY1129.NAD 83(2011) refers to NAD 83 coordinates where the reference frame has

FY1129.been affixed to the stable North American tectonic plate. See

FY1129.NA2011 for more information.

FY1129

FY1129.The horizontal coordinates are valid at the epoch date displayed above

FY1129.which is a decimal equivalence of Year/Month/Day.

FY1129

FY1129.The orthometric height was determined by differential leveling and

FY1129.adjusted by the NATIONAL GEODETIC SURVEY

FY1129.in June 1991.

FY1129

FY1129 NAD 83(1986)- 36 05 48.00752(N) 079 49 02.20856(W) AD() 1
 FY1129 NAD 83(1993)- 36 05 48.00791(N) 079 49 02.20822(W) AD() 2
 FY1129 NAD 83(1986)- 36 05 48.00846(N) 079 49 02.20896(W) AD() 2
 FY1129 NAD 27 - 36 05 47.51947(N) 079 49 03.09727(W) AD() 2
 FY1129 NAVD 88 257.19 (m) 843.8 (f) LEVELING 3
 FY1129 NGVD 29 (??/??/92) 257.419 (m) 844.55 (f) ADJ UNCH 1 2
 FY1129 NGVD 29 257.42 (m) 844.6 (f) LEVELING 3
 FY1129

FY1129.Superseded values are not recommended for survey control.

FY1129

FY1129.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1129.See file dsdata.pdf to determine how the superseded data were derived.

FY1129

FY1129_MARKER: DE = TRAVERSE STATION DISK

FY1129_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT

FY1129_STAMPING: ROYAL 1963

FY1129_MARK LOGO: NCGS

FY1129_PROJECTION: FLUSH

FY1129_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO

FY1129+STABILITY: SURFACE MOTION

FY1129_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR

FY1129+SATELLITE: SATELLITE OBSERVATIONS - April 13, 2019

FY1129

FY1129 HISTORY	- Date	Condition	Report By
FY1129 HISTORY	- 1963	MONUMENTED	NCGS
FY1129 HISTORY	- 1965	GOOD	CGS
FY1129 HISTORY	- 1983	MARK NOT FOUND	USPSQD
FY1129 HISTORY	- 1983	MARK NOT FOUND	USPSQD
FY1129 HISTORY	- 19940203	GOOD	NCGS
FY1129 HISTORY	- 19950722	GOOD	USPSQD
FY1129 HISTORY	- 20031220	GOOD	USPSQD
FY1129 HISTORY	- 20060803	GOOD	USPSQD
FY1129 HISTORY	- 20170408	GOOD	USPSQD
FY1129 HISTORY	- 20190413	GOOD	USPSQD

FY1129

FY1129 STATION DESCRIPTION

FY1129

FY1129'DESCRIBED BY NORTH CAROLINA GEODETIC SURVEY 1963 (WCF)

FY1129'ROYAL IS A N. C. GEODETIC SURVEY TRAVERSE STATION IN GREENSBORO,
 FY1129'NORTH CAROLINA. STATION IS 2.2 MILES NW OF GREENSBORO, LOCATED
 FY1129'0.2 MILES NW ALONG U.S. 220 (BATTLEGROUND AVE.) FROM INTERSECTION
 FY1129'OF SUNSET DRIVE. 0.1 MILE SE ALONG LAWNSDALE DRIVE FROM
 FY1129'W. CORNWALLIS DR. ON THE SW SIDE OF LAWNSDALE DRIVE AND ON THE
 FY1129'NE SIDE OF SOUTHERN RR TRACKS.

FY1129'

FY1129'STATION MARK IS A STANDARD N. C. BRASS TRAVERSE DISK, STAMPED
 FY1129'ROYAL 1963, SET IN THE TOP OF A CONCRETE CYLINDER, THE TOP OF
 FY1129'WHICH IS 3 INCHES BELOW THE SURFACE OF THE GROUND.

FY1129'
 FY1129'MARK IS
 FY1129'
 FY1129'8.80 FT NE OF NE RAIL OF SOUTHERN RR TRACKS
 FY1129'
 FY1129'18.50 FT SW OF W BACK EDGE OF S LANE OF LAWNDAL DR.
 FY1129'
 FY1129'63.70 FT NE OF 3 LEAD NAILS IN PP H3
 FY1129'
 FY1129'48.80 FT SW OF 3 LEAD NAILS IN PP F3
 FY1129'
 FY1129'96.20 FT NW OF 3 LEAD NAILS IN PP F4
 FY1129'
 FY1129'59.90 FT NW OF CENTER OF DRAIN COVER
 FY1129'
 FY1129'HEIGHT OF LIGHT ABOVE STATION MARK 1 METER.
 FY1129
 FY1129 STATION RECOVERY (1965)
 FY1129
 FY1129'RECOVERY NOTE BY COAST AND GEODETIC SURVEY 1965
 FY1129'AT GREENSBORO.
 FY1129'AT GREENSBORO, ABOUT 1.9 MILES NORTHWEST ALONG THE SOUTHERN
 FY1129'RAILWAY FROM THE MADISON AVENUE OVERPASS, ABOUT 0.2 MILE
 FY1129'SOUTHEAST OF MILEPOST 66, 257 FEET SOUTHEAST OF THE CENTER OF THE
 FY1129'CROSSING OF WEST CORNWALLIS DRIVE, 49 FEET SOUTH AND ACROSS
 FY1129'LAWNDAL DR. FROM STREET LIGHT POLE F 3, 19.4 FEET SOUTHWEST
 FY1129'OF THE SOUTHWEST CURB OF LAWNDAL DR., 8.5 FEET NORTHEAST
 FY1129'OF THE NORTHEAST RAIL, ABOUT 1 1/2 FEET ABOVE THE LEVEL OF THE
 FY1129'TRACK AND SET IN THE TOP OF A CONCRETE POST FLUSH WITH THE GROUND.
 FY1129
 FY1129 STATION RECOVERY (1983)
 FY1129
 FY1129'RECOVERY NOTE BY US POWER SQUADRON 1983 (WBW)
 FY1129'MARK NOT FOUND.
 FY1129
 FY1129 STATION RECOVERY (1983)
 FY1129
 FY1129'RECOVERY NOTE BY US POWER SQUADRON 1983
 FY1129'MARK NOT FOUND.
 FY1129
 FY1129 STATION RECOVERY (1994)
 FY1129
 FY1129'RECOVERY NOTE BY NORTH CAROLINA GEODETIC SURVEY 1994 (DRS)
 FY1129'RECOVERED AS DESCRIBED. MARK IS 2 FEET (0.6 M) HIGHER THAN THE ROAD
 FY1129'AND RECESSED 1 INCH BELOW GROUND. LOCATED 245.5 FT (74.8 M)
 FY1129'SOUTH-SOUTHEAST OF THE CENTERLINE OF CORNWALLIS DRIVE, 192.7 FT (58.7
 FY1129'M) NORTH-NORTHWEST OF THE NORTHWEST CORNER OF A RAILROAD SIGNAL
 FY1129'ELECTRICAL BOX, 153.0 FT (46.6 M) NORTH OF THE CENTER OF A STORM

FY1129'DRAIN, AND 51.5 FT (15.7 M) EAST OF A 15-INCH HARDWOOD WITH A
FY1129'REFERENCE TAG.

FY1129

FY1129 STATION RECOVERY (1995)

FY1129

FY1129'RECOVERY NOTE BY US POWER SQUADRON 1995

FY1129'RECOVERED IN GOOD CONDITION.

FY1129

FY1129 STATION RECOVERY (2003)

FY1129

FY1129'RECOVERY NOTE BY US POWER SQUADRON 2003 (DLS)

FY1129'RECOVERED IN GOOD CONDITION.

FY1129

FY1129 STATION RECOVERY (2006)

FY1129

FY1129'RECOVERY NOTE BY US POWER SQUADRON 2006

FY1129'RECOVERED IN GOOD CONDITION.

FY1129

FY1129 STATION RECOVERY (2017)

FY1129

FY1129'RECOVERY NOTE BY US POWER SQUADRON 2017 (KR)

FY1129'RECOVERED IN GOOD CONDITION.

FY1129

FY1129 STATION RECOVERY (2019)

FY1129

FY1129'RECOVERY NOTE BY US POWER SQUADRON 2019 (CAC)

FY1129'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1226 *****

FY1226 DESIGNATION - RV 168

FY1226 PID - FY1226

FY1226 STATE/COUNTY- NC/GUILFORD

FY1226 COUNTRY - US

FY1226 USGS QUAD - GREENSBORO (1994)

FY1226

FY1226 *CURRENT SURVEY CONTROL

FY1226

FY1226* NAD 83(1986) POSITION- 36 03 59. (N) 079 47 43. (W) SCALED

FY1226* NAVD 88 ORTHO HEIGHT - 253.445 (meters) 831.51 (feet) ADJUSTED

FY1226

FY1226 GEOID HEIGHT - -30.865 (meters) GEOID12B

FY1226 DYNAMIC HEIGHT - 253.235 (meters) 830.82 (feet) COMP

FY1226 MODELED GRAVITY - 979,794.7 (mgal) NAVD 88

FY1226

FY1226 VERT ORDER - FIRST CLASS II

FY1226

FY1226.The horizontal coordinates were scaled from a topographic map and have

FY1226.an estimated accuracy of +/- 6 seconds.

FY1226.

FY1226.The orthometric height was determined by differential leveling and

FY1226.adjusted by the NATIONAL GEODETIC SURVEY

FY1226.in June 1991.

FY1226

FY1226.Significant digits in the geoid height do not necessarily reflect accuracy.

FY1226.GEOID12B height accuracy estimate available here.

FY1226

FY1226.The dynamic height is computed by dividing the NAVD 88

FY1226.geopotential number by the normal gravity value computed on the

FY1226.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

FY1226.degrees latitude (g = 980.6199 gals.).

FY1226

FY1226.The modeled gravity was interpolated from observed gravity values.

FY1226

FY1226; North East Units Estimated Accuracy

FY1226;SPC NC - 257,250. 537,960. MT (+/- 180 meters Scaled)

FY1226

FY1226_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV084919(NAD 83)

FY1226

FY1226 SUPERSEDED SURVEY CONTROL

FY1226

FY1226 NGVD 29 (??/??/92) 253.677 (m) 832.27 (f) ADJ UNCH 1 2

FY1226

FY1226.Superseded values are not recommended for survey control.

FY1226

FY1226.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1226.See file dsdata.pdf to determine how the superseded data were derived.

FY1226

FY1226_MARKER: R = RIVET

FY1226_SETTING: 30 = SET IN A LIGHT STRUCTURE

FY1226_SP_SET: SIGNAL

FY1226_STABILITY: D = MARK OF QUESTIONABLE OR UNKNOWN STABILITY

FY1226

FY1226 HISTORY - Date Condition Report By

FY1226 HISTORY - UNK MONUMENTED SOURR

FY1226 HISTORY - 1935 GOOD CGS

FY1226 HISTORY - 1955 MARK NOT FOUND CGS

FY1226 HISTORY - 1983 MARK NOT FOUND USPSQD

FY1226 HISTORY - 20040831 MARK NOT FOUND USPSQD

FY1226 HISTORY - 20050921 MARK NOT FOUND USPSQD

FY1226

FY1226 STATION DESCRIPTION

FY1226

FY1226'DESCRIBED BY COAST AND GEODETIC SURVEY 1935

FY1226'AT GREENSBORO.

FY1226'AT GREENSBORO, GUILFORD COUNTY, ON THE SOUTHERN RAILWAY, 638

FY1226'YARDS WEST OF MILEPOST 284, 46 FEET EAST OF THE SOUTHERN RAILWAY

FY1226'(FORMERLY THE ATLANTIC AND YADKIN RAILWAY) UNDERPASS, IN THE

FY1226'TOP OF THE NORTHEAST CORNER OF THE CONCRETE BASE OF SIGNAL POST

FY1226'284.2, 6 FEET SOUTH OF THE SOUTH RAIL, AND ABOUT LEVEL WITH THE

FY1226'RAIL. A STANDARD MONEL-METAL RIVET.

FY1226

FY1226 STATION RECOVERY (1955)

FY1226

FY1226'RECOVERY NOTE BY COAST AND GEODETIC SURVEY 1955

FY1226'MARK NOT FOUND.

FY1226

FY1226 STATION RECOVERY (1983)

FY1226

FY1226'RECOVERY NOTE BY US POWER SQUADRON 1983

FY1226'MARK NOT FOUND.

FY1226

FY1226 STATION RECOVERY (2004)

FY1226

FY1226'RECOVERY NOTE BY US POWER SQUADRON 2004 (GPS)

FY1226'MARK NOT FOUND.

FY1226

FY1226 STATION RECOVERY (2005)

FY1226

FY1226'RECOVERY NOTE BY US POWER SQUADRON 2005

FY1226'MARK NOT FOUND.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1131 *****
 FY1131 DESIGNATION - SEARS
 FY1131 PID - FY1131
 FY1131 STATE/COUNTY- NC/GUILFORD
 FY1131 COUNTRY - US
 FY1131 USGS QUAD - GREENSBORO (1994)
 FY1131
 FY1131 *CURRENT SURVEY CONTROL
 FY1131

 FY1131* NAD 83(2001) POSITION- 36 06 06.02817(N) 079 49 14.46710(W) ADJUSTED
 FY1131* NAVD 88 ORTHO HEIGHT - 261.525 (meters) 858.02 (feet) ADJUSTED
 FY1131

 FY1131 GEOID HEIGHT - -31.130 (meters) GEOID12B
 FY1131 LAPLACE CORR - 6.59 (seconds) DEFLEC12B
 FY1131 DYNAMIC HEIGHT - 261.305 (meters) 857.30 (feet) COMP
 FY1131 MODELED GRAVITY - 979,783.1 (mgal) NAVD 88
 FY1131
 FY1131 HORZ ORDER - SECOND
 FY1131 VERT ORDER - FIRST CLASS II
 FY1131
 FY1131.The horizontal coordinates were established by classical geodetic methods
 FY1131.and adjusted by the National Geodetic Survey in August 2005.
 FY1131.
 FY1131.The orthometric height was determined by differential leveling and
 FY1131.adjusted by the NATIONAL GEODETIC SURVEY
 FY1131.in June 1991.
 FY1131
 FY1131.Significant digits in the geoid height do not necessarily reflect accuracy.
 FY1131.GEOID12B height accuracy estimate available here.
 FY1131
 FY1131.The Laplace correction was computed from DEFLEC12B derived deflections.
 FY1131
 FY1131.The dynamic height is computed by dividing the NAVD 88
 FY1131.geopotential number by the normal gravity value computed on the
 FY1131.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
 FY1131.degrees latitude (g = 980.6199 gals.).
 FY1131
 FY1131.The modeled gravity was interpolated from observed gravity values.
 FY1131
 FY1131. The following values were computed from the NAD 83(2001) position.
 FY1131

FY1131;	North	East	Units	Scale Factor	Converg.
FY1131;SPC NC	- 261,187.639	535,702.441	MT	0.99998251	-0 28 25.2
FY1131;SPC NC	- 856,913.11	1,757,550.43	sFT	0.99998251	-0 28 25.2
FY1131;UTM 17	- 3,995,869.503	606,154.539	MT	0.99973885	+0 41 41.8

 FY1131
 FY1131! - Elev Factor x Scale Factor = Combined Factor
 FY1131!SPC NC - 0.99996384 x 0.99998251 = 0.99994635

FY1131!UTM 17 - 0.99996384 x 0.99973885 = 0.99970270

FY1131

FY1131:	Primary Azimuth Mark	Grid Az
FY1131:SPC NC	- ROYAL	151 33 57.8
FY1131:UTM 17	- ROYAL	150 23 50.8

FY1131

FY1131_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV0615495869(NAD 83)

FY1131

FY1131	PID	Reference Object	Distance	Geod. Az
FY1131			ddmmss.s	
FY1131	FY1129	ROYAL	APPROX. 0.6 KM	1510532.6
FY1131	FY3552	AXTON	APPROX. 0.6 KM	3222015.4

FY1131

FY1131

SUPERSEDED SURVEY CONTROL

FY1131

FY1131 NAD 83(1993)- 36 06 06.03501(N) 079 49 14.47405(W) AD() 2

FY1131 NAD 83(1986)- 36 06 06.03557(N) 079 49 14.47483(W) AD() 2

FY1131 NAD 27 - 36 06 05.54679(N) 079 49 15.36229(W) AD() 2

FY1131 NGVD 29 (??/??/92) 261.750 (m) 858.76 (f) ADJ UNCH 1 2

FY1131 NGVD 29 261.75 (m) 858.8 (f) LEVELING 3

FY1131

FY1131.Superseded values are not recommended for survey control.

FY1131

FY1131.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1131.See file dsdata.pdf to determine how the superseded data were derived.

FY1131

FY1131_MARKER: DE = TRAVERSE STATION DISK

FY1131_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT

FY1131_STAMPING: SEARS 1963

FY1131_MARK LOGO: NCGS

FY1131_MAGNETIC: O = OTHER; SEE DESCRIPTION

FY1131_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO

FY1131+STABILITY: SURFACE MOTION

FY1131_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR

FY1131+SATELLITE: SATELLITE OBSERVATIONS - February 03, 1994

FY1131

FY1131 HISTORY	- Date	Condition	Report By
FY1131 HISTORY	- 1963	MONUMENTED	NCGS
FY1131 HISTORY	- 1965	GOOD	CGS
FY1131 HISTORY	- 1983	GOOD	USPSQD
FY1131 HISTORY	- 1983	GOOD	USPSQD
FY1131 HISTORY	- 19831101	GOOD	USPSQD
FY1131 HISTORY	- 19940203	GOOD	NCGS
FY1131 HISTORY	- 19950722	GOOD	USPSQD

FY1131

FY1131 STATION DESCRIPTION

FY1131

FY1131'DESCRIBED BY NORTH CAROLINA GEODETIC SURVEY 1963 (WCF)
FY1131'SEARS IS A N. C. GEODETIC SURVEY TRAVERSE STATION IN GREENSBORO,
FY1131'NORTH CAROLINA. STATION IS 2.6 MILES NW OF GREENSBORO, LOCATED
FY1131'0.15 MILES NE ALONG ANCON ST. FROM U.S. 220. 0.1 MILE W OF
FY1131'LAWNDALE DR. 0.15 MILE NW ALONG SOUTHERN RR TRACKS FROM
FY1131'HAWTHORNE ST. IN FUTURE PARKING LOT, AND IN THE SW CORNER OF
FY1131'SEARS MAIL ORDER HOUSE ON LAWNDALE DRIVE.

FY1131'

FY1131'STATION MARK IS A STANDARD N. C. BRASS TRAVERSE DISK, STAMPED
FY1131'SEARS 1963, SET IN THE TOP OF A CONCRETE CYLINDER, THE TOP OF
FY1131'WHICH IS 8 INCHES BELOW THE SURFACE OF THE GROUND.

FY1131'

FY1131'MARK IS

FY1131'

FY1131'36.2 FT NE OF NE RR TRACK

FY1131'

FY1131'76.0 FT SW OF 3 LEAD NAILS IN PP 14

FY1131'

FY1131'67.5 FT SW OF SW CORNER OF BRICK SHED

FY1131'

FY1131'HEIGHT OF LIGHT ABOVE STATION MARK 1 METER.

FY1131

FY1131 STATION RECOVERY (1965)

FY1131

FY1131'RECOVERY NOTE BY COAST AND GEODETIC SURVEY 1965

FY1131'AT GREENSBORO.

FY1131'AT GREENSBORO, ABOUT 2.3 MILES NORTHWEST ALONG THE SOUTHERN
FY1131'RAILWAY FROM THE MADISON AVENUE OVERPASS, ABOUT 0.2 MILE
FY1131'NORTHWEST OF MILEPOST 66, ABOUT 146 1/2 FEET NORTH OF THE
FY1131'CENTER OF THE CROSSING OF MARKLAND DRIVE, 67 FEET SOUTH OF THE
FY1131'WEST CORNER OF A BRICK SHED, 69 FEET WEST OF POWER POLE A 3,
FY1131'36.2 FEET NORTHEAST OF THE NORTHEAST RAIL OF THE MAIN TRACK,
FY1131'NEAR THE NORTHEAST EDGE OF A BLACK TOP DRIVE ALONG THE SOUTHWEST
FY1131'SIDE OF THE SEARS AND ROEBUCK CO. MAIL ORDER HOUSE (THE BLACK
FY1131'TOP SURROUNDS THE MARK), 11 FEET SOUTHWEST OF THE NORTHEAST EDGE
FY1131'OF THE DRIVE, ABOUT 3 FEET BELOW THE LEVEL OF THE TRACK, AND
FY1131'SET IN THE TOP OF A CONCRETE POST THAT IS ABOUT 1 1/2 FEET BELOW
FY1131'THE LEVEL OF THE BLACK TOP DRIVE ACCESS IS HAD BY REMOVING A
FY1131'6 INCH IRON COVER.

FY1131

FY1131 STATION RECOVERY (1983)

FY1131

FY1131'RECOVERY NOTE BY US POWER SQUADRON 1983 (WBW)

FY1131'SEARS 1963 RECOVERED GOOD.

FY1131'

FY1131'RECOVERED AS DESCRIBED.

FY1131

FY1131 STATION RECOVERY (1983)

FY1131

FY1131'RECOVERY NOTE BY US POWER SQUADRON 1983

FY1131'RECOVERED IN GOOD CONDITION.

FY1131

FY1131 STATION RECOVERY (1983)

FY1131

FY1131'RECOVERY NOTE BY US POWER SQUADRON 1983 (WBW)

FY1131'RECOVERED IN GOOD CONDITION.

FY1131

FY1131 STATION RECOVERY (1994)

FY1131

FY1131'RECOVERY NOTE BY NORTH CAROLINA GEODETIC SURVEY 1994 (TRW)

FY1131'RECOVERED AS DESCRIBED. MARK IS NOW IN A METER TYPE BOX (PTP) IN THE
FY1131'PAVED PARKING LOT OF SEARS-ALLSTATE WAREHOUSE. LOCATED 138.0 FT (42.1
FY1131'M) NORTH OF THE GRADE CROSSING, 21.2 FT (6.5 M) NORTHEAST OF A CHAIN
FY1131'LINK FENCE, AND 82.6 FT (25.2 M) NORTHWEST OF THE WEST-MOST CORNER OF
FY1131'A CONCRETE PAD FOR A GUARD HOUSE.

FY1131

FY1131 STATION RECOVERY (1995)

FY1131

FY1131'RECOVERY NOTE BY US POWER SQUADRON 1995

FY1131'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1123 *****
 FY1123 DESIGNATION - V 169
 FY1123 PID - FY1123
 FY1123 STATE/COUNTY- NC/GUILFORD
 FY1123 COUNTRY - US
 FY1123 USGS QUAD - GREENSBORO (1994)
 FY1123
 FY1123 *CURRENT SURVEY CONTROL
 FY1123

 FY1123* NAD 83(1986) POSITION- 36 04 07. (N) 079 47 54. (W) SCALED
 FY1123* NAVD 88 ORTHO HEIGHT - 242.101 (meters) 794.29 (feet) ADJUSTED
 FY1123

 FY1123 GEOID HEIGHT - -30.885 (meters) GEOID12B
 FY1123 DYNAMIC HEIGHT - 241.900 (meters) 793.63 (feet) COMP
 FY1123 MODELED GRAVITY - 979,793.8 (mgal) NAVD 88
 FY1123
 FY1123 VERT ORDER - FIRST CLASS II
 FY1123
 FY1123.The horizontal coordinates were scaled from a topographic map and have
 FY1123.an estimated accuracy of +/- 6 seconds.
 FY1123.
 FY1123.The orthometric height was determined by differential leveling and
 FY1123.adjusted by the NATIONAL GEODETIC SURVEY
 FY1123.in June 1991.
 FY1123
 FY1123.WARNING-Repeat measurements at this control monument indicate possible
 FY1123.vertical movement.
 FY1123
 FY1123.Significant digits in the geoid height do not necessarily reflect accuracy.
 FY1123.GEOID12B height accuracy estimate available here.
 FY1123
 FY1123.The dynamic height is computed by dividing the NAVD 88
 FY1123.geopotential number by the normal gravity value computed on the
 FY1123.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45
 FY1123.degrees latitude (g = 980.6199 gals.).
 FY1123
 FY1123.The modeled gravity was interpolated from observed gravity values.
 FY1123
 FY1123;
 FY1123;SPC NC - 257,500. 537,690. MT (+/- 180 meters Scaled)
 FY1123
 FY1123_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV082922(NAD 83)
 FY1123
 FY1123 SUPERSEDED SURVEY CONTROL
 FY1123
 FY1123 NGVD 29 (03/05/92) 242.330 (m) 795.04 (f) ADJUSTED 1 2
 FY1123 NGVD 29 (??/??/87) 242.330 (m) 795.04 (f) SUPERSEDED 1 2
 FY1123

FY1123.Superseded values are not recommended for survey control.

FY1123

FY1123.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1123.See file dsdata.pdf to determine how the superseded data were derived.

FY1123

FY1123_MARKER: DB = BENCH MARK DISK

FY1123_SETTING: 65 = SET IN UNSPECIFIED ROCK OR BOULDER

FY1123_SP_SET: UNSPECIFIED ROCK

FY1123_STAMPING: V 169 1965

FY1123_MARK LOGO: CGS

FY1123_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

FY1123_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

FY1123+SATELLITE: SATELLITE OBSERVATIONS - April 14, 2018

FY1123

FY1123 HISTORY - Date Condition Report By

FY1123 HISTORY - 1965 MONUMENTED CGS

FY1123 HISTORY - 1983 GOOD NGS

FY1123 HISTORY - 1983 GOOD USPSQD

FY1123 HISTORY - 19950904 GOOD USPSQD

FY1123 HISTORY - 20050209 GOOD GEOCAC

FY1123 HISTORY - 20060802 GOOD USPSQD

FY1123 HISTORY - 20180414 GOOD USPSQD

FY1123

FY1123 STATION DESCRIPTION

FY1123

FY1123'DESCRIBED BY COAST AND GEODETIC SURVEY 1965

FY1123'AT GREENSBORO.

FY1123'AT GREENSBORO, ALONG THE SOUTHERN RAILWAY, ABOUT 83 YARDS

FY1123'SOUTHEAST OF THE CROSSING OF SOUTH CEDAR STREET, ABOUT 108 YARDS

FY1123'SOUTHEAST OF THE INTERSECTION OF SOUTH CEDAR STREET AND MC GEE

FY1123'STREET, SET VERTICALLY IN THE SOUTHWEST FACE OF A ROCK THAT

FY1123'IS ABOUT 25 FEET LONG BY 4 FEET HIGH AND PART OF A 10 FOOT HIGH

FY1123'CUT, 9.2 FEET NORTHEAST OF THE NORTHEAST RAIL, 2 FEET NORTH OF

FY1123'THE SOUTH CORNER OF THE ROCK AND ABOUT 2 FEET ABOVE THE LEVEL

FY1123'OF THE TRACK.

FY1123

FY1123 STATION RECOVERY (1983)

FY1123

FY1123'RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 1983

FY1123'RECOVERED IN GOOD CONDITION.

FY1123

FY1123 STATION RECOVERY (1983)

FY1123

FY1123'RECOVERY NOTE BY US POWER SQUADRON 1983

FY1123'RECOVERED IN GOOD CONDITION.

FY1123

FY1123 STATION RECOVERY (1995)

FY1123

FY1123'RECOVERY NOTE BY US POWER SQUADRON 1995
FY1123'RECOVERED IN GOOD CONDITION.

FY1123

FY1123 STATION RECOVERY (2005)

FY1123

FY1123'RECOVERY NOTE BY GEOCACHING 2005 (PFF)

FY1123'RECOVERED AS DESCRIBED.

FY1123'

FY1123

FY1123 STATION RECOVERY (2006)

FY1123

FY1123'RECOVERY NOTE BY US POWER SQUADRON 2006

FY1123'RECOVERED IN GOOD CONDITION.

FY1123

FY1123 STATION RECOVERY (2018)

FY1123

FY1123'RECOVERY NOTE BY US POWER SQUADRON 2018 (CAC)

FY1123'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1124 *****

FY1124 DESIGNATION - W 169

FY1124 PID - FY1124

FY1124 STATE/COUNTY- NC/GUILFORD

FY1124 COUNTRY - US

FY1124 USGS QUAD - GREENSBORO (1994)

FY1124

FY1124 *CURRENT SURVEY CONTROL

FY1124

FY1124* NAD 83(1986) POSITION- 36 04 25. (N) 079 48 00. (W) SCALED

FY1124* NAVD 88 ORTHO HEIGHT - 234.473 (meters) 769.27 (feet) ADJUSTED

FY1124

FY1124 GEOID HEIGHT - -30.914 (meters) GEOID12B

FY1124 DYNAMIC HEIGHT - 234.278 (meters) 768.63 (feet) COMP

FY1124 MODELED GRAVITY - 979,793.4 (mgal) NAVD 88

FY1124

FY1124 VERT ORDER - FIRST CLASS II

FY1124

FY1124.The horizontal coordinates were scaled from a topographic map and have

FY1124.an estimated accuracy of +/- 6 seconds.

FY1124.

FY1124.The orthometric height was determined by differential leveling and

FY1124.adjusted by the NATIONAL GEODETIC SURVEY

FY1124.in June 1991.

FY1124

FY1124.Significant digits in the geoid height do not necessarily reflect accuracy.

FY1124.GEOID12B height accuracy estimate available here.

FY1124

FY1124.The dynamic height is computed by dividing the NAVD 88

FY1124.geopotential number by the normal gravity value computed on the

FY1124.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

FY1124.degrees latitude (g = 980.6199 gals.).

FY1124

FY1124.The modeled gravity was interpolated from observed gravity values.

FY1124

FY1124; North East Units Estimated Accuracy

FY1124;SPC NC - 258,060. 537,540. MT (+/- 180 meters Scaled)

FY1124

FY1124_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV080927(NAD 83)

FY1124

FY1124 SUPERSEDED SURVEY CONTROL

FY1124

FY1124 NGVD 29 (03/05/92) 234.705 (m) 770.03 (f) ADJUSTED 1 2

FY1124 NGVD 29 (??/??/87) 234.705 (m) 770.03 (f) SUPERSEDED 1 2

FY1124

FY1124.Superseded values are not recommended for survey control.

FY1124

FY1124.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1124. See file dsdata.pdf to determine how the superseded data were derived.

FY1124

FY1124_MARKER: DB = BENCH MARK DISK

FY1124_SETTING: 36 = SET IN A MASSIVE STRUCTURE

FY1124_SP_SET: SUPPORT COLUMN

FY1124_STAMPING: W 169 1965

FY1124_MARK LOGO: CGS

FY1124_MAGNETIC: N = NO MAGNETIC MATERIAL

FY1124_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

FY1124_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

FY1124+SATELLITE: SATELLITE OBSERVATIONS - April 14, 2018

FY1124

FY1124 HISTORY	- Date	Condition	Report By
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FY1124 HISTORY	- 1965	MONUMENTED	CGS
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FY1124 HISTORY	- 1983	GOOD	NGS
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FY1124 HISTORY	- 1983	GOOD	USPSQD
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FY1124 HISTORY	- 19940119	GOOD	NCGS
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FY1124 HISTORY	- 19950904	GOOD	USPSQD
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FY1124 HISTORY	- 20050209	GOOD	GEOCAC
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FY1124 HISTORY	- 20060802	GOOD	USPSQD
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FY1124 HISTORY	- 20180414	GOOD	USPSQD
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FY1124

FY1124 STATION DESCRIPTION

FY1124

FY1124'DESCRIBED BY COAST AND GEODETIC SURVEY 1965

FY1124'AT GREENSBORO.

FY1124'AT GREENSBORO, ALONG THE SOUTHERN RAILWAY, AT THE MADISION AVENUE

FY1124'OVERPASS, ABOUT 0.1 MILE SOUTHEAST OF MILEPOST 68, SET VERTICALLY

FY1124'IN THE NORTHEAST FACE OF THE NORTHWEST LEG TO THE SOUTHWEST PIER

FY1124'WHICH SUPPORTS THE OVERPASS, 17.0 FEET SOUTHWEST OF THE SOUTHWEST

FY1124'RAIL, 2 1/2 FEET ABOVE THE GROUND AND ABOUT 1 1/2 FEET ABOVE

FY1124'THE LEVEL OF THE TRACK.

FY1124

FY1124 STATION RECOVERY (1983)

FY1124

FY1124'RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 1983

FY1124'RECOVERED IN GOOD CONDITION. CHANGE--MADISION AVENUE TO WEST FRIENDLY

FY1124'AVENUE.

FY1124

FY1124 STATION RECOVERY (1983)

FY1124

FY1124'RECOVERY NOTE BY US POWER SQUADRON 1983

FY1124'RECOVERED IN GOOD CONDITION.

FY1124

FY1124 STATION RECOVERY (1994)

FY1124

FY1124'RECOVERY NOTE BY NORTH CAROLINA GEODETIC SURVEY 1994 (LWA)

FY1124'RECOVERED AS DESCRIBED. MADISON AVENUE IS NOW WEST FRIENDLY AVENUE.

FY1124'MARK IS IN THE EAST FACE OF THE NORTH LEG TO THE WEST PIER OF THE
FY1124'OVERPASS.

FY1124

FY1124 STATION RECOVERY (1995)

FY1124

FY1124'RECOVERY NOTE BY US POWER SQUADRON 1995

FY1124'RECOVERED IN GOOD CONDITION.

FY1124

FY1124 STATION RECOVERY (2005)

FY1124

FY1124'RECOVERY NOTE BY GEOCACHING 2005 (PFF)

FY1124'RECOVERED AS DESCRIBED.

FY1124'

FY1124

FY1124 STATION RECOVERY (2006)

FY1124

FY1124'RECOVERY NOTE BY US POWER SQUADRON 2006

FY1124'RECOVERED IN GOOD CONDITION.

FY1124

FY1124 STATION RECOVERY (2018)

FY1124

FY1124'RECOVERY NOTE BY US POWER SQUADRON 2018 (CAC)

FY1124'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1126 *****

FY1126 DESIGNATION - X 169

FY1126 PID - FY1126

FY1126 STATE/COUNTY- NC/GUILFORD

FY1126 COUNTRY - US

FY1126 USGS QUAD - GREENSBORO (1994)

FY1126

FY1126 *CURRENT SURVEY CONTROL

FY1126

FY1126* NAD 83(1986) POSITION- 36 04 48. (N) 079 48 02. (W) SCALED

FY1126* NAVD 88 ORTHO HEIGHT - 227.409 (meters) 746.09 (feet) ADJUSTED

FY1126

FY1126 GEOID HEIGHT - -30.946 (meters) GEOID12B

FY1126 DYNAMIC HEIGHT - 227.220 (meters) 745.47 (feet) COMP

FY1126 MODELED GRAVITY - 979,792.9 (mgal) NAVD 88

FY1126

FY1126 VERT ORDER - FIRST CLASS II

FY1126

FY1126.The horizontal coordinates were scaled from a topographic map and have

FY1126.an estimated accuracy of +/- 6 seconds.

FY1126.

FY1126.The orthometric height was determined by differential leveling and

FY1126.adjusted by the NATIONAL GEODETIC SURVEY

FY1126.in June 1991.

FY1126

FY1126.WARNING-Repeat measurements at this control monument indicate possible

FY1126.vertical movement.

FY1126

FY1126.Significant digits in the geoid height do not necessarily reflect accuracy.

FY1126.GEOID12B height accuracy estimate available here.

FY1126

FY1126.The dynamic height is computed by dividing the NAVD 88

FY1126.geopotential number by the normal gravity value computed on the

FY1126.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

FY1126.degrees latitude (g = 980.6199 gals.).

FY1126

FY1126.The modeled gravity was interpolated from observed gravity values.

FY1126

FY1126; North East Units Estimated Accuracy

FY1126;SPC NC - 258,770. 537,500. MT (+/- 180 meters Scaled)

FY1126

FY1126_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV079934(NAD 83)

FY1126

FY1126 SUPERSEDED SURVEY CONTROL

FY1126

FY1126 NGVD 29 (03/05/92) 227.641 (m) 746.85 (f) ADJUSTED 1 2

FY1126 NGVD 29 (??/??/87) 227.645 (m) 746.87 (f) SUPERSEDED 1 2

FY1126

FY1126.Superseded values are not recommended for survey control.

FY1126

FY1126.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1126.See file dsdata.pdf to determine how the superseded data were derived.

FY1126

FY1126_MARKER: DB = BENCH MARK DISK

FY1126_SETTING: 36 = SET IN A MASSIVE STRUCTURE

FY1126_SP_SET: BRIDGE

FY1126_STAMPING: X 169 1965

FY1126_MARK LOGO: CGS

FY1126_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

FY1126

FY1126 HISTORY	- Date	Condition	Report By
FY1126 HISTORY	- 1965	MONUMENTED	CGS
FY1126 HISTORY	- 1983	GOOD	NGS
FY1126 HISTORY	- 19950904	GOOD	USPSQD
FY1126 HISTORY	- 20180414	GOOD	USPSQD

FY1126

FY1126 STATION DESCRIPTION

FY1126

FY1126'DESCRIBED BY COAST AND GEODETIC SURVEY 1965

FY1126'AT GREENSBORO.

FY1126'AT GREENSBORO, ABOUT 0.3 MILE NORTHWEST ALONG THE SOUTHERN

FY1126'RAILWAY FROM THE MADISON AVENUE OVERPASS, ABOUT 50 YARDS EAST OF

FY1126'THE INTERSECTION OF WEST SMITH AND HILL STREETS, AT THE Y JUNCTION

FY1126'OF A BRANCH OF THE SOUTHERN RAILWAY LEADING NORTH, SET IN THE

FY1126'TOP OF THE CONCRETE WING WALL AT THE SOUTH CORNER OF A 25-FOOT

FY1126'BRIDGE OVER A SMALL STREAM AND UNDER HILL STREET, 13 FEET NORTHEAST

FY1126'OF THE NORTHEAST RAIL OF THE SOUTHWEST TRACK, 12.8 FEET SOUTHEAST

FY1126'OF THE SOUTHEAST CURB OF HILL STREET, 1.3 FEET SOUTH OF THE SOUTH

FY1126'CORNER OF THE BRIDGE AND ABOUT LEVEL WITH THE TRACK.

FY1126

FY1126 STATION RECOVERY (1983)

FY1126

FY1126'RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 1983

FY1126'RECOVERED IN GOOD CONDITION. CHANGE--MADISON AVENUE TO WEST FRIENDLY

FY1126'AVENUE.

FY1126

FY1126 STATION RECOVERY (1995)

FY1126

FY1126'RECOVERY NOTE BY US POWER SQUADRON 1995

FY1126'RECOVERED IN GOOD CONDITION.

FY1126

FY1126 STATION RECOVERY (2018)

FY1126

FY1126'RECOVERY NOTE BY US POWER SQUADRON 2018 (CAC)

FY1126'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = AUGUST 15, 2019

FY1127 *****

FY1127 DESIGNATION - Y 169

FY1127 PID - FY1127

FY1127 STATE/COUNTY- NC/GUILFORD

FY1127 COUNTRY - US

FY1127 USGS QUAD - GREENSBORO (1994)

FY1127

FY1127 *CURRENT SURVEY CONTROL

FY1127

FY1127* NAD 83(1986) POSITION- 36 05 19.3 (N) 079 48 43.0 (W) HD_HELD2

FY1127* NAVD 88 ORTHO HEIGHT - 246.853 (meters) 809.88 (feet) ADJUSTED

FY1127

FY1127 GEOID HEIGHT - -31.031 (meters) GEOID12B

FY1127 DYNAMIC HEIGHT - 246.646 (meters) 809.20 (feet) COMP

FY1127 MODELED GRAVITY - 979,788.4 (mgal) NAVD 88

FY1127

FY1127 VERT ORDER - SECOND CLASS II

FY1127

FY1127.The horizontal coordinates were established by autonomous hand held GPS

FY1127.observations and have an estimated accuracy of +/- 10 meters.

FY1127.

FY1127.The orthometric height was determined by differential leveling and

FY1127.adjusted by the NATIONAL GEODETIC SURVEY

FY1127.in May 2001.

FY1127

FY1127.Significant digits in the geoid height do not necessarily reflect accuracy.

FY1127.GEOID12B height accuracy estimate available here.

FY1127

FY1127.The dynamic height is computed by dividing the NAVD 88

FY1127.geopotential number by the normal gravity value computed on the

FY1127.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

FY1127.degrees latitude (g = 980.6199 gals.).

FY1127

FY1127.The modeled gravity was interpolated from observed gravity values.

FY1127

FY1127; North East Units Estimated Accuracy

FY1127;SPC NC - 259,741. 536,478. MT (+/- 10 meters HH2 GPS)

FY1127

FY1127_U.S. NATIONAL GRID SPATIAL ADDRESS: 17SPV0695894439(NAD 83)

FY1127

FY1127 SUPERSEDED SURVEY CONTROL

FY1127

FY1127 NAVD 88 (06/15/91) 246.860 (m) 809.91 (f) SUPERSEDED 1 2

FY1127 NGVD 29 (??/??/92) 247.088 (m) 810.65 (f) ADJ UNCH 1 2

FY1127

FY1127.Superseded values are not recommended for survey control.

FY1127

FY1127.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

FY1127. See file dsdata.pdf to determine how the superseded data were derived.

FY1127

FY1127_MARKER: DB = BENCH MARK DISK

FY1127_SETTING: 36 = SET IN A MASSIVE STRUCTURE

FY1127_SP_SET: BUILDING

FY1127_STAMPING: Y 169 1965

FY1127_MARK LOGO: CGS

FY1127_MAGNETIC: N = NO MAGNETIC MATERIAL

FY1127_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

FY1127_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

FY1127+SATELLITE: SATELLITE OBSERVATIONS - January 25, 1994

FY1127

FY1127 HISTORY - Date Condition Report By

FY1127 HISTORY - 1965 MONUMENTED CGS

FY1127 HISTORY - 1983 GOOD USPSQD

FY1127 HISTORY - 19940125 GOOD NCGS

FY1127 HISTORY - 19950902 GOOD USPSQD

FY1127 HISTORY - 20170919 GOOD USPSQD

FY1127

FY1127 STATION DESCRIPTION

FY1127

FY1127'DESCRIBED BY COAST AND GEODETIC SURVEY 1965

FY1127'AT GREENSBORO.

FY1127'AT GREENSBORO, ABOUT 1.2 MILES NORTHWEST ALONG THE SOUTHERN

FY1127'RAILWAY FROM THE MADISON AVENUE OVERPASS, ABOUT 0.1 MILE NORTHWEST

FY1127'OF MILEPOST 67, ABOUT 40 YARDS WEST OF THE CENTER OF THE CROSSING

FY1127'OF MILL STREET, SET VERTICALLY IN THE NORTHEAST FACE NEAR THE

FY1127'EAST CORNER OF THE BRICK BUILDING HOUSING THE ROLLINS SUPPLY

FY1127'CO., 62 1/2 FEET SOUTHWEST OF THE SOUTHWEST RAIL, 1.1 FEET

FY1127'NORTHWEST OF THE EAST CORNER OF THE BUILDING, 2 1/2 FEET ABOVE

FY1127'THE GROUND AND ABOUT LEVEL WITH THE TRACK.

FY1127

FY1127 STATION RECOVERY (1983)

FY1127

FY1127'RECOVERY NOTE BY US POWER SQUADRON 1983

FY1127'RECOVERED IN GOOD CONDITION.

FY1127

FY1127 STATION RECOVERY (1994)

FY1127

FY1127'RECOVERY NOTE BY NORTH CAROLINA GEODETIC SURVEY 1994 (LWA)

FY1127'RECOVERED AS DESCRIBED.

FY1127

FY1127 STATION RECOVERY (1995)

FY1127

FY1127'RECOVERY NOTE BY US POWER SQUADRON 1995

FY1127'RECOVERED IN GOOD CONDITION.

FY1127

FY1127 STATION RECOVERY (2017)

FY1127

FY1127'RECOVERY NOTE BY US POWER SQUADRON 2017 (CAC)

FY1127'RECOVERED IN GOOD CONDITION.

*** retrieval complete.

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub. No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN THE CITY OF GREENSBORO, NC**

Combined Environmental and Historic Report

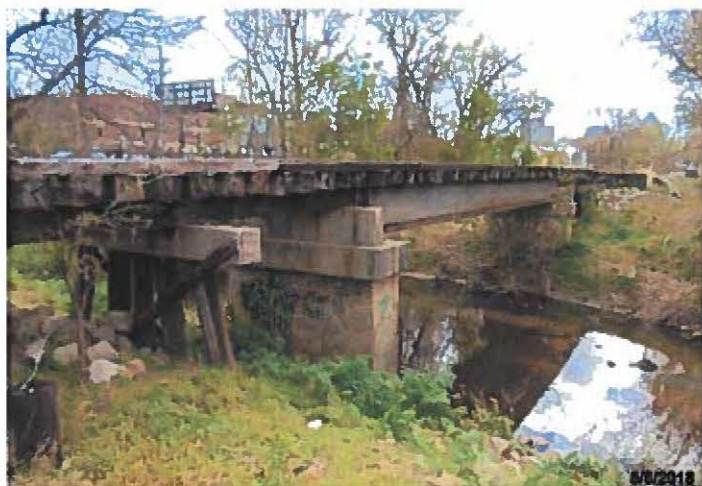
APPENDIX D

Bridge List

Milepost	Crossing	Bridge Type	Deck Construction	Length in Feet	Height in Feet	Date Constructed
CF 67.6	N. Buffalo Creek	Trestle	Open	100	12	1962
CF 67.9	Stream	Trestle	Open	22	6	Unknown
CF 68.1	Waterway	Trestle	Open	11	8	Unknown
CF 68.4	Waterway	Trestle	Open	7	7	Unknown

PICTURES OF BRIDGES ON THE LINE PROPOSED FOR ABANDONMENT

CF 67.6



PICTURES OF BRIDGES ON THE LINE PROPOSED FOR ABANDONMENT

CF 67.9



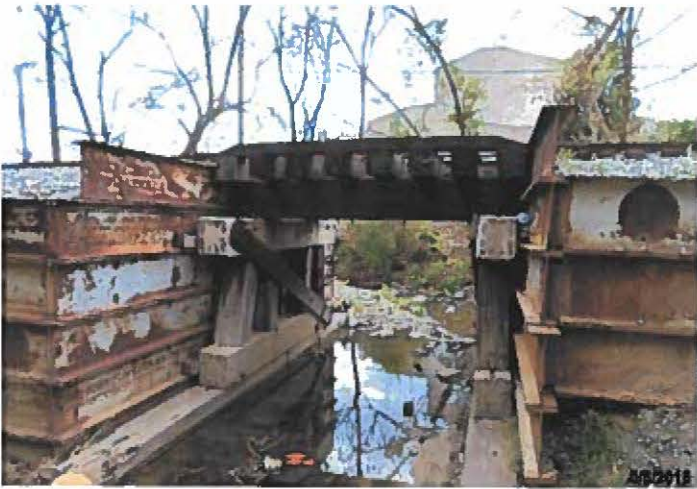
PICTURES OF BRIDGES ON THE LINE PROPOSED FOR ABANDONMENT

CF 68.10



PICTURES OF BRIDGES ON THE LINE PROPOSED FOR ABANDONMENT

CF 68.4



**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

AB-290 (Sub-No. 404X)

**NORFOLK SOUTHERN RAILWAY COMPANY
– ABANDONMENT EXEMPTION –
IN THE CITY OF GREENSBORO, NORTH CAROLINA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

**DRAFT NOTICE OF EXEMPTION
[CAPTION SUMMARY]**

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[AB 290 (Sub-No. 404X)]

Norfolk Southern Railway Company – Abandonment Exemption – In the City of Greensboro, North Carolina

Norfolk Southern Railway Company has filed on August 26, 2019, a verified notice of exemption under 49 C.F.R. part 1152 subpart F–Exempt Abandonments to abandon rail service over an approximately 3.1-mile-rail line, extending from Milepost CF-65.6 to Milepost CF-68.7 (the “Line”) in the City of Greensboro, North Carolina. All of the Line is located in the City of Greensboro, North Carolina. The Line traverses United States Postal Zip Code territories 27401, 27406 and 27408. There are no customers served on the Line, which has been out of service for over two years.

NSR has certified that: (1) no local NSR traffic has moved over the Line for at least two years; (2) that no overhead NSR traffic has moved over the Line for at least two years and that overhead traffic, if there were any, could be rerouted over other lines (3) no formal complaint filed by a user of rail service on the Line (or by 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 (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 C.F.R. § 1105.7(c) (environmental report), 49 C.F.R. § 1105.11 (transmittal letter), 49 C.F.R. § 1105.12 (newspaper publication), and 49 C.F.R. § 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under Oregon Short Line Railroad – Abandonment Portion Goshen Branch

Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. § 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on October 15, 2019, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 C.F.R. § 1152.27(c)(2),² and trail use/rail banking requests under 49 C.F.R. § 1152.29 must be filed by _____, 2019. Petitions to reopen or requests for public use conditions under 49 C.F.R. § 1152.28 must be filed by _____, 2019, with the Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to NSR's representative: Crystal M. Zorbaugh, Baker & Miller PLLC, 2401 Pennsylvania Ave., NW, Suite 300, Washington, DC 20037.

If the verified notice contains false or misleading information, the exemption is void ab initio.

NSR has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by _____, 2019. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See Exemption of Out-of-Serv. Rail Lines, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each OFA must be accompanied by the filing fee, which is currently set at \$1,800. See 49 C.F.R. § 1002.2(f)(25).

0001) or by calling OEA at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 C.F.R. § 1152.29(e)(2), NSR shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by NSR's filing of a notice of consummation by _____, 2020, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: _____, 2019.

By the Board, _____, Acting Director, Office of Proceedings