

# **Heartland Corridor Clearance Project**

**Norfolk Southern Railway Company rail line from Cowan (Pulaski County),  
Virginia to Bull (Mingo County), West Virginia**

## **Public Notice for Issues Related to the National Historic Preservation Act**

The Federal Highway Administration (FHWA), as lead federal agency for implementation of the portion of this project that will utilize federal funds, hereby provides notice that the agency has entered into consultation with the Historic Preservation Offices of the following states: West Virginia, Virginia, Kentucky and Ohio. The section of this railroad corridor located in West Virginia has previously been determined to be eligible for listing in the National Register of Historic Places. Based on this prior determination, the FHWA has assumed that the remainder of the corridor, located in Virginia, Kentucky and Ohio may also be eligible for listing. In the course of these consultations with the four state historic preservation offices it has been agreed that due to the modifications proposed by this project to contributing elements, the effect upon the corridor may be adverse. The historic preservation offices in West Virginia, Virginia and Kentucky and the FHWA have agreed that this clearance project, as proposed, may have an adverse effect on the railroad corridor. The historic preservation office in Ohio has tentatively agreed that the proposed actions in Ohio are not adverse to the corridor in Ohio. A Memorandum of Agreement (MOA) will be executed between the historic preservation offices, the FHWA and other interested parties identifying mitigation measures to address possible adverse impacts to the Heartland Corridor.

### **Preliminary/Draft Mitigation Measures are (from the draft MOA):**

- A.** The FHWA will ensure that a survey and documentation of the 112 individual tunnel and railroad bridges and a general history of the railroad corridor between Cowan, Virginia and Bull, West Virginia will be completed within 12 months of the last signature date of this MOA.
  - 1. Provide a written record of the general history, people and companies involved in the railroad's construction, maintenance and ownership between Cowan, Virginia and Bull, West Virginia based on research of available records held by the respective states, counties in the corridor and Norfolk Southern Corporation.
  - 2. The documentation will provide a photographic record and a completed site survey form, (form and completion requirements appropriate and meeting the standards for the state in which the element is located) for each of the 112 contributing elements identified.
  - 3. The individual site surveys and documentation will be completed prior to the start of any construction work at that individual site location.
  - 4. The photographs will be 8" by 10" black and white will meet the respective state's archival standards (the state in which the recorded elements is located).

At each individual tunnel a photograph will be provided of each portal, for bridges, one photograph will be provided of each elevation (side view).

5. Provide sketch drawings of the following stone masonry tunnel portals indicating the width and height of the portal structure as well as the width, height and arch dimensions of the tunnel opening: Cowan, Pembroke, Cooper, Williamson and Big Sandy Number 4.
6. Provide a partial United States Geological Survey based map with site location arrow for each individual tunnel or bridge location and quadrangle name.
7. The photographic record, history and final site forms will be submitted to the West Virginia Division of Culture and History, the Virginia Department of Historic Resources and the Kentucky Heritage Council and the information for the specific site locations in each state will comply with the respective state's archival standards for such material.
8. Obtain and provide on the documentation and photographs the appropriate state site identification number.
9. Provide hard cover, bound copies of the history and photographic record of the recorded elements for distribution to public libraries in the railroad corridor, each State Historic Preservation Office and each State Library/Archive.

Additional information regarding this railroad clearance project is posted at this site. Comments or suggestions on the project description as well as the physical modifications to contributing elements (tunnels and bridges) and mitigation measures should be sent to: [jack.j.vandop@fhwa.dot.gov](mailto:jack.j.vandop@fhwa.dot.gov) or mailed to: Jack Van Dop, FHWA, 21400 Ridgetop Circle, Sterling, VA 20166