



APPENDIX **f**

West Virginia



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
West Virginia Public Port Authority

1900 Kanawha Boulevard East • Building Five • Room 125-A
Charleston, West Virginia 25305-0430 • (304)558-0330

Joe Manchin III
Governor

August 31, 2010

Mr. Matt Dietrich
Executive Director
Ohio Rail Development Commission
1980 West Broad Street
Columbus, Ohio 43223

Subject: West Virginia Review of National Gateway Clearance Initiative Documentation

Dear Mr. Dietrich:

The State of West Virginia has reviewed the following documents:

*Draft Environmental Assessment Phase I National Gateway Clearance Initiative
Draft West Virginia Appendix National Environmental Policy Act (NEPA) Document*

We support the documents, concur with the findings and actions taken in these documents, and consider the documents appropriate for public comment. We recommend the Ohio Rail Development Commission, on behalf of the coalition of states supporting the National Gateway TIGER Grant, submit the documents to the Federal Railway Administration / Federal Highway Administration for review and to initiate the public review process. This will maintain the current schedule and ultimate goal to begin construction in November 2010.

Thank you for your assistance with this critical infrastructure project for the region and the country. Please do not hesitate to call me at 304-558-0330 or email Patrick.J.Donovan@wv.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick J. Donovan", with a long horizontal flourish extending to the right.

Patrick J Donovan
Executive Director

**Phase I National Gateway Clearance
Initiative Projects**

**West Virginia NEPA
Documentation**

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Introduction

CSX Transportation, Inc. (CSX), utilizing U.S. Department of Transportation's (USDOT's) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, proposes to modify existing railroad infrastructure to provide sufficient vertical clearance and operating capability for CSX to operate double-stacked domestic container rail traffic cars on CSX's intermodal rail network along the National Gateway initiative corridor. Additional information regarding the clearance projects is included in Section 1 of the Environmental Assessment – Phase I National Gateway Initiative Clearance Projects.

Economic Development

Job creation has been estimated using metrics established by the White House Council of Economic Advisors in which \$92,136 of government spending creates one job-year. By the end of 2013, the Phase I of the National Gateway Clearance Initiative will create more than 3,600 jobs, including nearly 1,200 jobs in economically distressed areas. Information detailing the derivation of economic statistics, environmental benefits, and job projections is provided as Appendix B of the Environmental Assessment.

Upon completion, the Phase I National Gateway Clearance Initiative undertaking will deliver \$55.4 million of public benefits to West Virginia by

- Enhancing rail transportation infrastructure.
- Investing directly in short-term construction projects in West Virginia creating 433 additional jobs by 2013.
- Reducing West Virginia's highway congestion and greatly improving public safety by shifting freight from trucks to the enhanced rail network, saving over \$4.8 million of highway maintenance costs in West Virginia.

The approximately 433 jobs created in West Virginia will be as a result of the proposed vertical clearance improvement projects. The proposed project will create not only construction jobs, but additional freight movement will require additional employment at existing CSX facilities, maintenance yards, etc.

Project Purpose and Need

The CSX rail line infrastructure on the National Gateway initiative corridor is not currently equipped to accommodate double-stacked freight trains. Additional information regarding the purpose and need of the clearance projects is included in

Section 2.0 of the Environmental Assessment – Phase I National Gateway Initiative Clearance Projects.

Existing Conditions

The locations of the proposed vertical clearance improvements in West Virginia are the Carothers Tunnel in Paw Paw and Stuart and Randolph Tunnels in Hansrote. A map of all projects in West Virginia and specific project vicinity maps are provided in Attachment 1. The Limits of Disturbance (LOD) are provided for each site and are illustrated in Attachment 2. The LOD is set outside the limit of disturbed ground and includes a buffer for movement of equipment.

Proposed Action

There are four proposed improvements in West Virginia, clearance of three obstructions and construction of one new interlocking to facilitate the improvements.

- **BA 147.00, Carothers Tunnel, Morgan County, Paw Paw, West Virginia –**
This tunnel was originally constructed in 1914 and is located near Paw Paw, south of the Potomac River. The tunnel is 996 feet (ft.) long and 31 ft. wide, with a brick over concrete interior arch liner. The existing minimum vertical clearance is 18 ft. and 1 inch (in.). A total arch liner replacement is proposed for the entire length of the double track alignment through the tunnel to provide the necessary clearance. To minimize disruptions to train traffic operations during construction, single track outages, coordinated with work at Stuart and Randolph Tunnels in West Virginia and Graham Tunnel in Maryland, will be used. Work will be performed on one track at a time with protection provided on the remaining active track according to established CSX safety guidelines. The majority of the work will be performed inside the tunnel. The arch liner will be removed and replaced in segments to minimize disturbance to the overlying rock and help maintain stability during portal modification. Re-profiling of the track, re-establishment of drainage swales and maintenance cleaning of existing drainage inlets/pipes would also be performed at this time.

Approximately 7,750 cubic yards of material will be removed from the tunnel. Three excess material placement areas are planned. Two of these are located on the south side of the tracks: approximately 3,000-cubic yard excess material placement area will be located about 500 ft. west of the western tunnel entrance and an approximately 2,400-cubic yard excess material placement area will be located approximately 500 ft. east of the eastern tunnel entrance. The third, approximately 2,400-cubic yard excess material placement area is proposed to be located on the north side of the tracks, approximately 500 ft. east of the eastern

tunnel entrance. Berms would be built at all three areas. All work will occur within the CSX right-of-way.

- **BA 145.00, Magnolia Interlocking, Morgan County, Magnolia, West Virginia –**
An interlocking will be installed between the trestle bridge crossing the Potomac River to the south and the southern Stuart Tunnel entrance to the north. Approximately 2,300 ft. of mainline track will be reconstructed. The two crossovers (interlocking) will be constructed next to the present, parallel sets of tracks. Once a crossover is completely constructed, traffic along the rail line will be halted, the old tracks will be removed and the new interlocking assembly will be slid into place. The process will be repeated for the second crossover assembly. Re-profiling of the track, re-establishment of drainage swales, and maintenance cleaning of existing drainage inlets/pipes would also be performed at this time.
- **BA 144.50, Stuart Tunnel, Morgan County, Hansrote, West Virginia –** This tunnel is near Hansrote, on a peninsula of land bounded by the Potomac River. Constructed in 1914, the tunnel is 3,350 ft. long and 31 ft. wide, with concrete and brick liner material.

The existing minimum vertical clearance is 19 ft. and 6 in. Liner notching of the existing tunnel liner for the double track alignment is proposed for approximately 265 linear ft. at the west end and approximately 635 linear ft. at the east end of the tunnel. To minimize disruptions to train traffic operations during construction, single track outages, coordinated with work at Randolph and Carothers Tunnels in West Virginia and Graham Tunnel in Maryland, will be used. Work will be performed on one track at a time with protection provided on the remaining active track according to established CSX safety guidelines. The majority of the work will be performed inside the tunnel. Re-profiling of the track, re-establishment of drainage swales, and maintenance cleaning of existing drainage inlets/pipes would also be performed at this time.

While making repairs to Stuart tunnel, the overhead electrical lines will be moved into the tunnel; thereby allowing the removal of the electrical line and utility poles running over the hill above the tunnel. Pole removal will occur within the existing utility line right-of-way. The utility line right-of-way will be allowed to revert to forested land after removal of the electrical line.

Approximately 150 cubic yards of material will be removed from the tunnel. One 150 cubic yard excess material placement area is planned. The placement area will be a low berm on the south side of the tracks on the east side of the tunnel entrance, approximately 2,000 ft. from the 144-mile marker. All work will occur within the CSX right-of-way.

- **BA 142.30, Randolph Tunnel, Morgan County, Hansrote, West Virginia** – This tunnel is near Hansrote east of the Potomac River. Constructed in 1914, the tunnel is 1,015 ft. long and 31 ft. wide with concrete and brick liner material.

The existing minimum vertical clearance is 18 ft. and 1 in. This tunnel is adjacent to the Potomac River, with the Chesapeake & Ohio Canal National Historical Park located across the river. A total arch liner replacement is proposed for the entire length of the double track alignment through the tunnel to provide the necessary clearance. Short portal caps may be required where the liner extends beyond the slope. To minimize disruptions to train traffic operations during construction, single track outages, coordinated with work at Stuart, and Carothers Tunnels in West Virginia and Graham Tunnel in Maryland, will be used. The arch liner will be removed and replaced in segments to minimize disturbance to the overlying rock and overburden and help maintain stability. Work will progress on one track at a time with protection provided on the remaining active track according to established CSX safety guidelines.

Approximately 8,000 cubic yards of material will be removed from the tunnel. One 8,200 cubic yard excess material placement area is planned. The placement area will be on the north side of the tracks east of the eastern tunnel entrance, near mile marker 141. All work will occur within the CSX right-of-way.

- **BA 145.80, Graham Tunnel, in the vicinity of Magnolia, West Virginia** – Graham Tunnel is located on a peninsula of land, in Maryland, bounded by the Potomac River. The approaches to each side of the tunnel are bridges over the Potomac River. Because of the lack of available land outside of the tunnel in Maryland, two excess materials placement areas for this proposed clearance improvement are located, one each to the north and south of the tunnel across the river in West Virginia. The first area is on the northwest side of the track to the north of Highline Road. This area would contain approximately 8,800 cubic yards. The second area is along the southeast side of the tracks immediately across the river from the southern tunnel entrance. This area would contain approximately 4,400 cubic yards. Documentation regarding modifications to Graham Tunnel are part of the documentation being completed in the State of Maryland, in-progress.

Passenger and Commuter Rail Service

In addition to freight, this corridor also carries passenger traffic. Amtrak provides service to inter-city commuters using CSX's rail lines. Based on the current schedule, Amtrak currently provides two (2) passenger trains per day past both proposed vertical clearance improvement projects. The Amtrak train using this route is the Capitol

Limited. The work entailed at these locations will be coordinated and scheduled in a manner to provide one operational track through the construction zone at all times. Operation and advance notice through this single track area will be accommodated per normal operation through regular scheduled track maintenance work performed by CSX.

Impact Evaluation

Socioeconomic Impacts

Right-of-Way/Land Use

No right-of-way is required from businesses, residences, or other property for obstruction improvements.

Churches, Schools, or Other Institutions

The proposed clearance improvements will not impact churches, schools, or any other institution at any of the sites.

Parks/Recreational Areas

No impacts to parks or recreational facilities are anticipated for the Carothers Tunnel, Stuart Tunnel or Randolph Tunnel clearance improvements. Although the Chesapeake & Ohio Canal National Historical Park, a National Park Service managed public park, is located across the Potomac River from the Carothers, Stuart and Randolph Tunnels improvement sites, no impacts to this National Park will occur from the projects.

Cultural Impacts

Historic Properties

Through on-going coordination with the West Virginia Division of Culture and History (WVDCH) a segment of rail corridor known as the Magnolia Cutoff has been determined eligible for the National Register of Historic Places (NRHP). WVDCH concurrence with this determination was issued on December 29, 2009. The proposed modifications to the three tunnel (Carothers, Stuart and Randolph), and therefore the Magnolia Cutoff, is considered to be an 'Adverse Effect'. WVDCH concurrence with this determination was issued on March 22, 2010. Mitigation of the adverse effect is currently being coordinated with WVDCH. Mitigation has been established in a Memorandum of Agreement (MOA). Attachment 3 contains copies of the agency

correspondence documenting the Section 106 process. The MOA is included in Appendix C of the Environmental Assessment.

Archaeological Sites

None of the proposed clearance improvements will impact any known archaeological sites.

Section 4(f) Applicability

Section 4(f) is applicable due to the adverse impacts to the Magnolia Cutoff. A Draft Net Benefit Programmatic Section 4(f) Evaluation has been prepared for the Phase 1 National Gateway Clearance Initiative corridor for the adverse effects to the B&O Railroad's Pittsburgh Division and the B&O Railroad's Magnolia Cutoff, with input from the FRA, FHWA and the States. This Draft Section 4(f) Evaluation is included as Section 5 of the Environmental Assessment.

Section 6(f) Applicability

The three vertical clearance improvement projects primarily occur in CSX right-of-way, which does not contain publicly-owned land and/or Section 6(f) resources. Review of the National Park Service's Land and Water Conservation Fund website (<http://waso-lwcf.nrc.nps.gov/public/index.cfm> - Accessed July 27, 2009), did not find any Section 6(f) properties adjoining the sites. No impacts to Section 6(f) resources are anticipated.

Natural Environment

Wetlands

An assessment of jurisdictional Waters of the United States that would be impacted by the proposed project was performed using United States Geological Survey (USGS) topographic maps, National Wetland Inventory (NWI) maps, and county soil survey maps, and then refined during a field visit. Wetland locations and boundaries were determined using the *1987 Corps of Engineers Wetlands Delineation Manual*.

According to the NWI maps and field visit verification, no wetlands are located within the LODs for Carothers Tunnel, Magnolia Interlocking, Stuart Tunnel or Randolph Tunnel.

Water Quality/Stream Impact

Waters of the United States have been assessed in the field to determine location and proximity to the National Gateway initiative vertical clearance improvement work areas.

- **BA 147.00, Carothers Tunnel, Paw Paw, West Virginia** – Existing drainage within the Carothers Tunnel project area collects in track side ditches and eventually discharges to the Potomac River. One stream is located within the current LOD for the proposed improvements. This stream, Big Creek, is located on the eastern approach to Carothers Tunnel and crosses under the tracks via an existing 20 ft. by 20 ft. culvert. Big Creek is not listed as impaired according to the WVDEPs 2008 Integrated Water Quality Monitoring and Assessment Report (Integrated Report). Approximately 75 ft. of Big Creek are located within the LOD. However, no impacts to Big Creek are anticipated from the proposed Carothers Tunnel vertical clearance improvements and no lengthening of the existing culvert is proposed.
- **BA 145.00 Magnolia Interlocking, Magnolia, West Virginia and BA 144.50, Stuart Tunnel, Hansrote, West Virginia** – Existing drainage within the Stuart Tunnel project area collects in track side ditches and eventually discharges to the Potomac River. One stream was identified within the LOD. Station Hollow Creek enters the LOD south of the southern tunnel entrance, flows under the track via a 24 in. culvert, and turns south to parallel to the west side of the existing CSX. Station Hollow Creek is not listed as impaired according to the WVDEPs 2008 Integrated Report. Approximately 75 ft. of Station Hollow Creek are located within the LOD. However, no impacts to Station Hollow Creek are anticipated from the proposed construction of the Magnolia Interlocking or Stuart Tunnel vertical clearance improvements and no lengthening of the existing culvert is proposed. Station Hollow Creek will not be impacted by this proposed clearance improvement.
- **BA 142.30, Randolph Tunnel, Hansrote, West Virginia** – Existing drainage within the Randolph Tunnel project area collects in track side ditches and eventually discharges to the Potomac River. There are no streams located within the current LOD for this vertical clearance improvement site. The Potomac River is located just outside of the LOD to the south. The Potomac River is not listed as impaired according to the WVDEPs 2008 Integrated Report. No streams will be impacted by this proposed clearance improvement.

Floodplain Encroachment

Flood Insurance Rate Maps (FIRM), which illustrate the results of detailed flood studies conducted for the National Flood Insurance Program (NFIP), were obtained for each clearance improvement site from the Federal Emergency Management Agency's (FEMA) website

<http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1&userType=G> - Accessed March 2009).

- **Carothers Tunnel, Paw Paw, West Virginia** – According to FIRM Panel 54065C0013 C (dated March 5, 1996), Carothers Tunnel and the majority of the eastern LOD are located in Zone X, which is the area outside of a 100-year floodplain. However, a small section (approximately 100 ft.) of the eastern LOD makes a transverse crossing of the 100-year floodplain associated with Big Run Creek (Zone A), at its crossing of Big Run Creek. The western portion of the LOD outside of the Carothers Tunnel is located within the 100-year floodplain associated with the Potomac River (Zone AE). The exact locations and limits of the LOD within the Zone A and Zone AE areas could not be accurately determined because of a lack of detail on the FIRM. However, no encroachment below the ordinary high water mark or within the 100-year floodplain will occur during construction of the Carothers Tunnel improvements.
- **BA 145.00 Magnolia Interlocking, Magnolia, West Virginia and Stuart Tunnel, Hansrote, West Virginia** – According to FIRM Panel 54065C0025 D (dated May 18, 2000) the entire LOD for the Magnolia Interlocking and Stuart Tunnel vertical clearance improvement is located outside of a 100-year floodplain (Zone X). Therefore, no encroachment or other adverse impacts on floodplains are anticipated.
- **Randolph Tunnel, Hansrote, West Virginia** – According to FIRM Panel 54065C0025 D (dated May 18, 2000), the Randolph Tunnel LOD is located just outside of the 100-year floodplain associated with the Potomac River (Zone X). Therefore, no encroachment or other adverse impacts on floodplains are anticipated.

Rare, Endangered, and Threatened Species

The threatened and endangered species list for the State of West Virginia was obtained from US Fish and Wildlife Service (USFWS). There are 16 animals and six (6) plants listed as threatened or endangered in the state. Threatened and endangered species lists for Morgan County, where all of the Phase I vertical

clearance improvements are proposed, were obtained through NatureServe and reviewed for species potentially occurring at the sites.

The federally listed Indiana bat (*Myotis sodalis*) and harperella (*Ptilimnium nodosum*) occur within Morgan County. Surveys conducted in the LODs for the three tunnels on July 15, 2009, did not identify either of these species.

No bald eagle (*Haliaeetus leucocephalus*) nests were observed in the vicinity of the three tunnels during the field surveys.

Letters from the USFWS and with West Virginia Department of Natural Resources (WVDNR) regarding these locations were received on April 23, 2010 and October 22, 2009, respectively, and are found in Attachment 4.

The floodplains and woodlands adjacent to each of these sites contain large mature trees which provide summer roosting habitat for the Indiana bat (*Myotis sodalis*). CSX confirmed with the USFWS that less than 17 acres of trees would be removed as a result of these improvements. The USFWS has indicated that there are no restrictions on removal of trees under this 17 acre limit.

WVDNR requested that no fill material be placed on a rock outcrop at the southern entrance to Randolph Tunnel, to avoid potential impacts to six-line racerunner (*Aspidoscelis seclineata*), a state endangered lizard. No fill will be placed outside of CSX's ROW. Additionally, WVDNR requested surveys be conducted inside of the tunnels to determine if they are utilized as bat roosting habitat. However, it should be noted that is unlikely that bats would choose to utilize the tunnels for roosting or hibernacula due to the volume of daily train traffic and proximity of the liner to the trains. No bats or evidence of their presence within or immediately adjacent to the tunnels have been observed by field staff who have been in the tunnels over the past year. Based on this information, additional survey of the three tunnels does not appear to be warranted. A letter noting this information and reaching this conclusion was sent to WVDNR on February 24, 2010. No additional comments from WVDNR have been received to date.

Farmland

The majority of construction for these clearance improvement projects will take place within CSX's right-of-way. This right-of-way is designated for railroad traffic. Therefore, no prime, unique, or locally important farmland soils are located within the LOD that would be impacted by construction for the proposed project. There is no land within the LODs that is currently in agricultural use or planned for conversion to agricultural use.

Wild and Scenic Rivers

The Wild and Scenic Rivers Act preserves and protects Wild and Scenic Rivers and their immediate environments for benefit of present and future generations (16 USC, Section 1271-1287, as amended). A search of the National Wild and Scenic Rivers website (<http://www.rivers.gov/siteindex.html>; accessed 09/02/09) found none of these rivers or their tributaries are located within LODs for the four (4) clearance improvement projects.

Permits Required

No Section 404 (Clean Water Act) permitting will be needed for the Carothers Tunnel, Magnolia Interlocking, Stuart Tunnel, or Randolph Tunnel vertical improvements sites, since no impacts to jurisdictional waters of the U.S. are anticipated at these sites.

No U.S. Coast Guard or Section 10 permit requirements are needed for these improvements.

If one acre or more of land is disturbed at a single vertical clearance improvement project site, a non-point discharge elimination system (NPDES) permit would need to be obtained from the WVDEP, Division of Water and Waste Management. As part of the permitting process, the applicant must develop a construction site erosion control and stormwater management plan for implementation during construction. For projects that will disturb one acre or more but less than three acres, the responsible party must submit a Notice of Intent (NOI) at least ten days prior to starting earth disturbing activities.

When the construction activity is completed and all disturbed areas are stabilized, the responsible party must submit a Notice of Termination in order to end coverage under the General Permit.

Physical Environment

Noise

The proposed National Gateway Clearance Initiative does not include: new track on new track location; significant alterations to track alignment; or changes in vehicle speed. The project will not cause an increase in traffic noise levels because it will not provide additional mainline tracks on new alignment, will not change the maximum operating speed of the track and will not substantially change the shielding affects of the surrounding area. The clearance projects do not move traffic closer to receptors and are capacity neutral (train or vehicular). Completion of the project will allow more

freight to be moved on any given train. No noise analysis or noise mitigation is required.

Air Quality

This project has been designed to reduce congestion, by allowing for double-stack freight trains that reduce air emissions. Completion will allow more freight to be moved on any given train.

The general conformity rule applies to all federal actions not addressed by the transportation conformity rule. Therefore, in accordance with 40 Code of Federal Regulations (CFR) 93.153 and 93.158, emissions of ozone precursor compounds nitrogen oxide (NO_x) and volatile organic compounds (VOCs) and PM_{2.5} and PM_{2.5} precursor compounds (sulfur dioxide [SO₂] and NO_x) were analyzed in a General Conformity analysis, for obstructions within non-attainment areas. All of the obstructions in West Virginia are in attainment areas, therefore no air analysis was completed. Results of the air analysis for obstructions located within non-attainment areas in Ohio and Pennsylvania were compared to the *de minimis* thresholds. The worst case for emissions is expected to be the first year of operation. The estimated releases of CO, PM_{2.5}, NO_x, SO₂, and VOCs are below the general conformity thresholds of 100 tons per year. Based on the air analysis, the proposed action meets the requirements of the Clean Air Act.

Hazardous Wastes and Underground Storage Tanks

The improvements to the Carothers, Stuart and Randolph Tunnels and at the Magnolia Interlocking are contained within the CSX ROW. The ROW has been actively used for the movement of freight for decades and no other parties have participated or conducted business within the footprints for these projects without CSX's knowledge. Land acquisition is required for the construction of a few individual locations. Site visits have been completed to conduct the level of due diligence that meets accepted industry standards for determination of the potential solid and hazardous materials outside the current ROW limits.

Should solid and hazardous materials be encountered prior to or during the construction phase of the undertaking, any identified waste will be managed according to applicable Federal, State, and local laws, ordinances, and regulations.

Furthermore, any excess materials generated during the grading/cut activities that cannot be used within the current CSX owned ROW will be managed appropriately in accordance with applicable Federal, State, and local laws, ordinances, and regulations.

Materials excavated during construction are anticipated to be considered nonhazardous waste.

Based on a review of in-house records, CSX has no information regarding the presence of known hazardous materials sites and/or hazardous waste sites within their right-of-way within the LODs for the clearance improvement sites.

Construction Impacts

Maintenance of Traffic

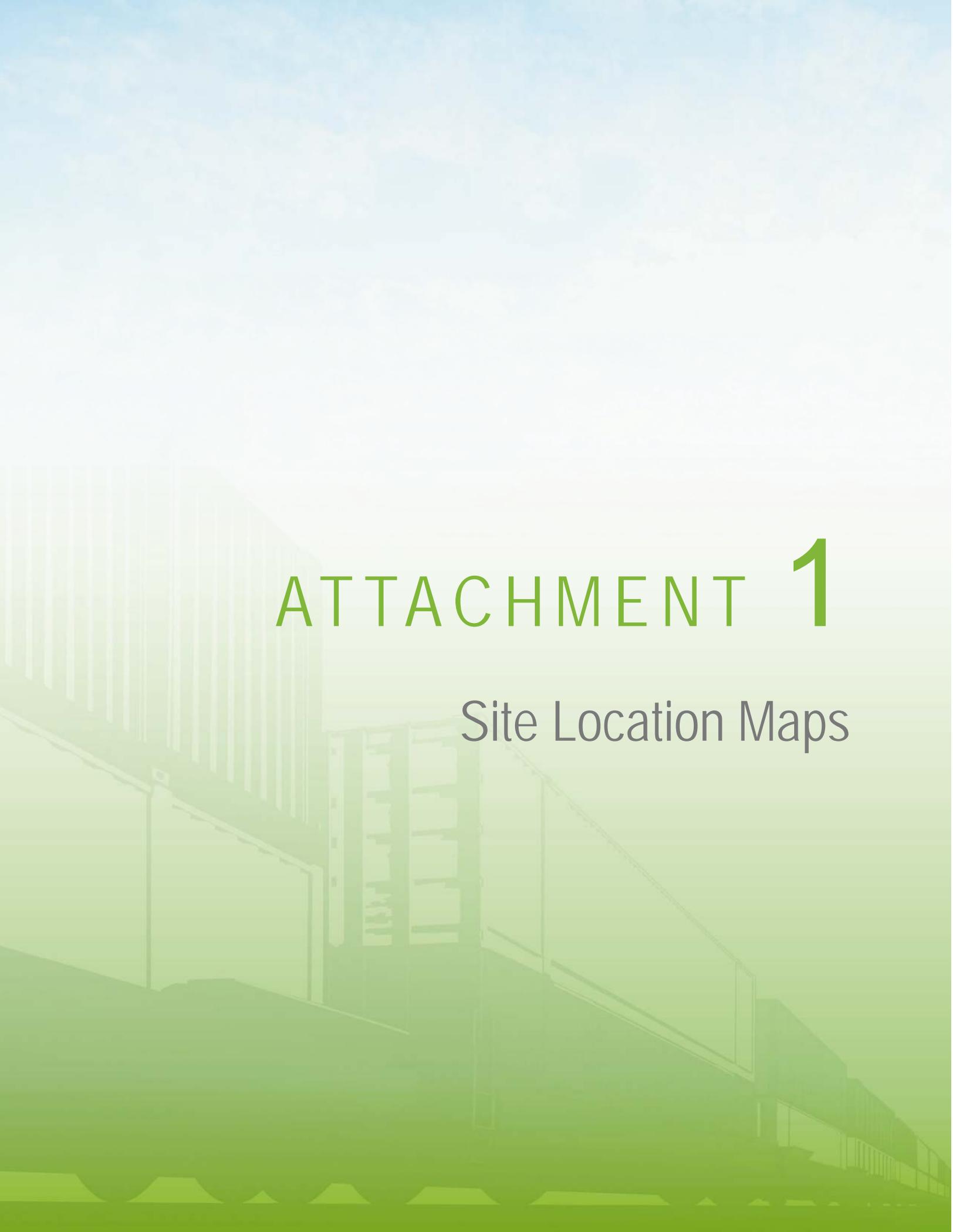
Amtrak currently provides two passenger trains per day past the three tunnel locations and the interlocking, based on its current schedule. The Amtrak train using this route is the Capitol Limited. The work entailed at this location will be coordinated and scheduled in a manner to provide one operational track through the construction zone at all times. Operation and advance notice through this single track area will be accommodated per normal operation through regular scheduled track maintenance work performed by CSX. No vehicular detours are currently proposed for the improvements in West Virginia.

Utilities

Fiber optic utilities are indicated to be along the railroad both east and west of the tunnels up to the portals and through the tunnels. The proposed construction in the tunnels and interlocking will require coordination with the fiber optic utility owner (MCI) for protection or relocation at the tunnel. Consolidated Utility Services utilities were found in the area. In addition, C&S pole line with wire was observed adjacent to the tracks. No other utilities or railroad structures are anticipated to be affected by this work. Any necessary relocation of utilities would be accomplished with no long-term interruption of services. All other required construction functions would be accomplished in a timely and orderly fashion so as to keep disruptions minimal.

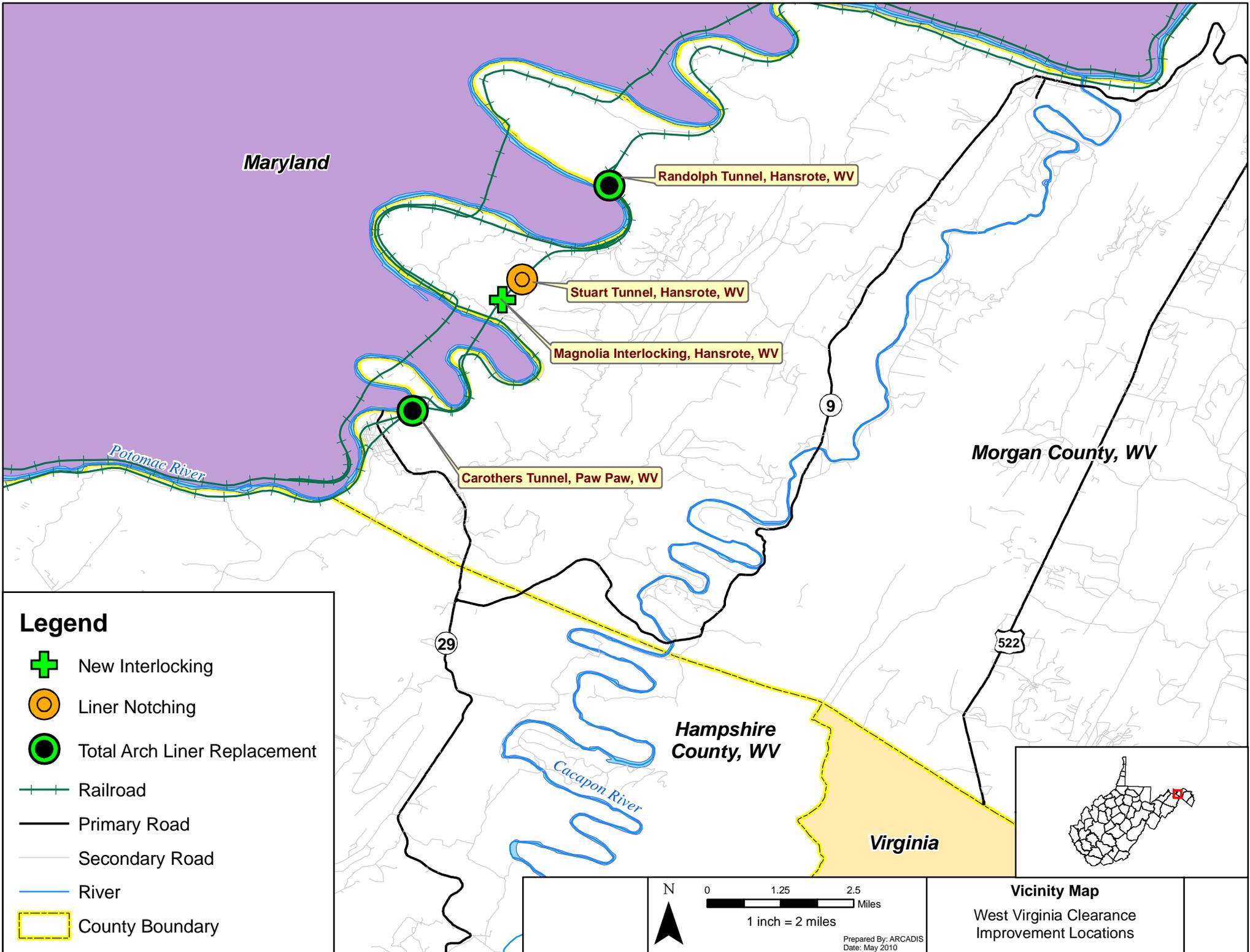
Public Involvement

Media releases and social advertisements (Attachment 5) requesting comments on the three tunnels and the interlocking were published December 23 and 24, 2009. No comments were received.



ATTACHMENT 1

Site Location Maps



Maryland

Randolph Tunnel, Hansrote, WV

Stuart Tunnel, Hansrote, WV

Magnolia Interlocking, Hansrote, WV

Carothers Tunnel, Paw Paw, WV

Morgan County, WV

Hampshire County, WV

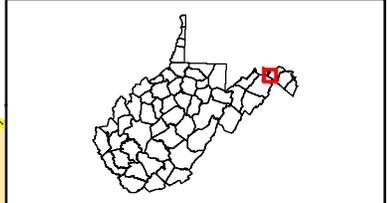
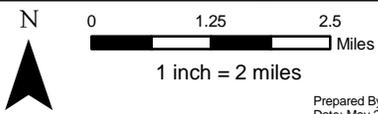
Virginia

Potomac River

Cacapon River

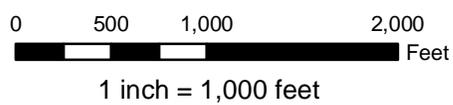
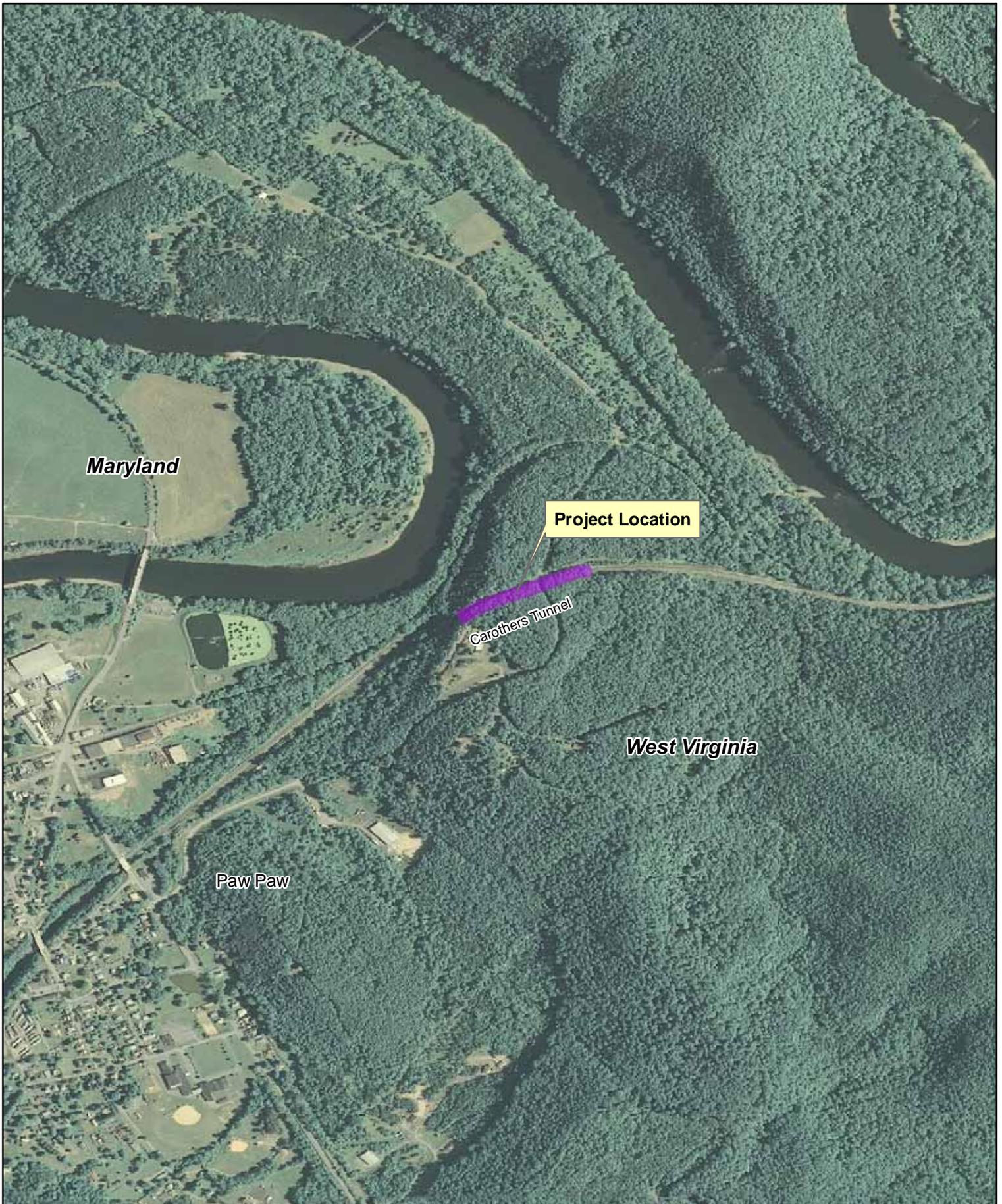
Legend

-  New Interlocking
-  Liner Notching
-  Total Arch Liner Replacement
-  Railroad
-  Primary Road
-  Secondary Road
-  River
-  County Boundary



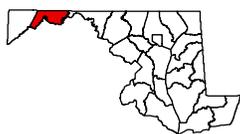
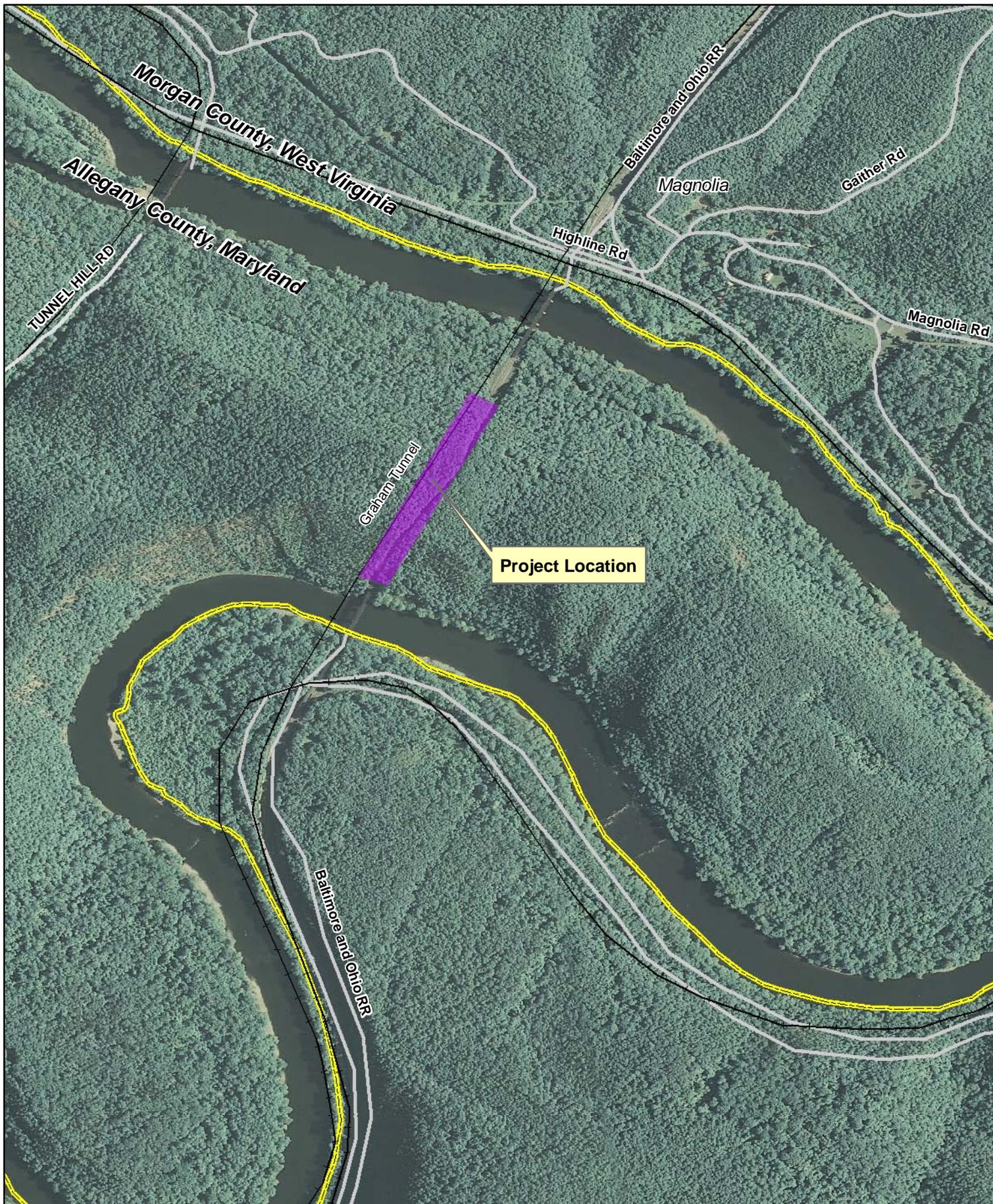
Vicinity Map
West Virginia Clearance Improvement Locations

Prepared By: ARCADIS
Date: May 2010



Prepared By: ARCADIS
Date: August 2009

Vicinity Map
Carothers Tunnel, WV
(in the vicinity of Paw Paw, WV)
Morgan County

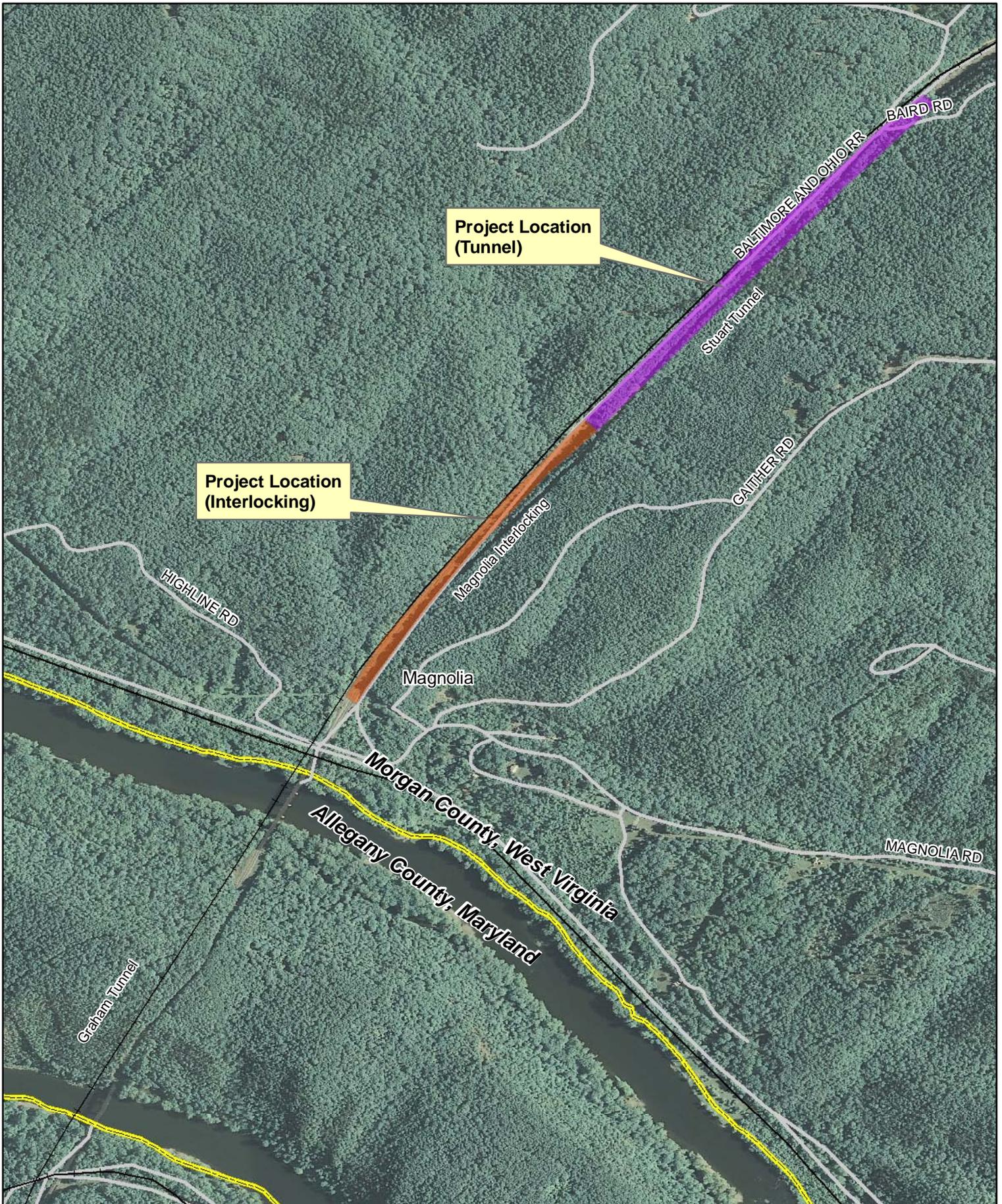


0 1,000 2,000
 Feet

1 inch = 1,000 feet

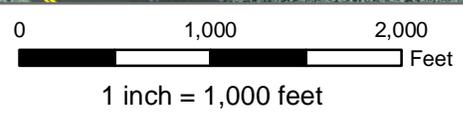
Prepared By: ARCADIS
 Date: August 2009

Vicinity Map
 Graham Tunnel, MD
 (in the vicinity of Magnolia, WV)
 Allegany County



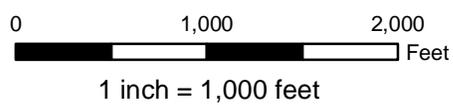
**Project Location
(Tunnel)**

**Project Location
(Interlocking)**



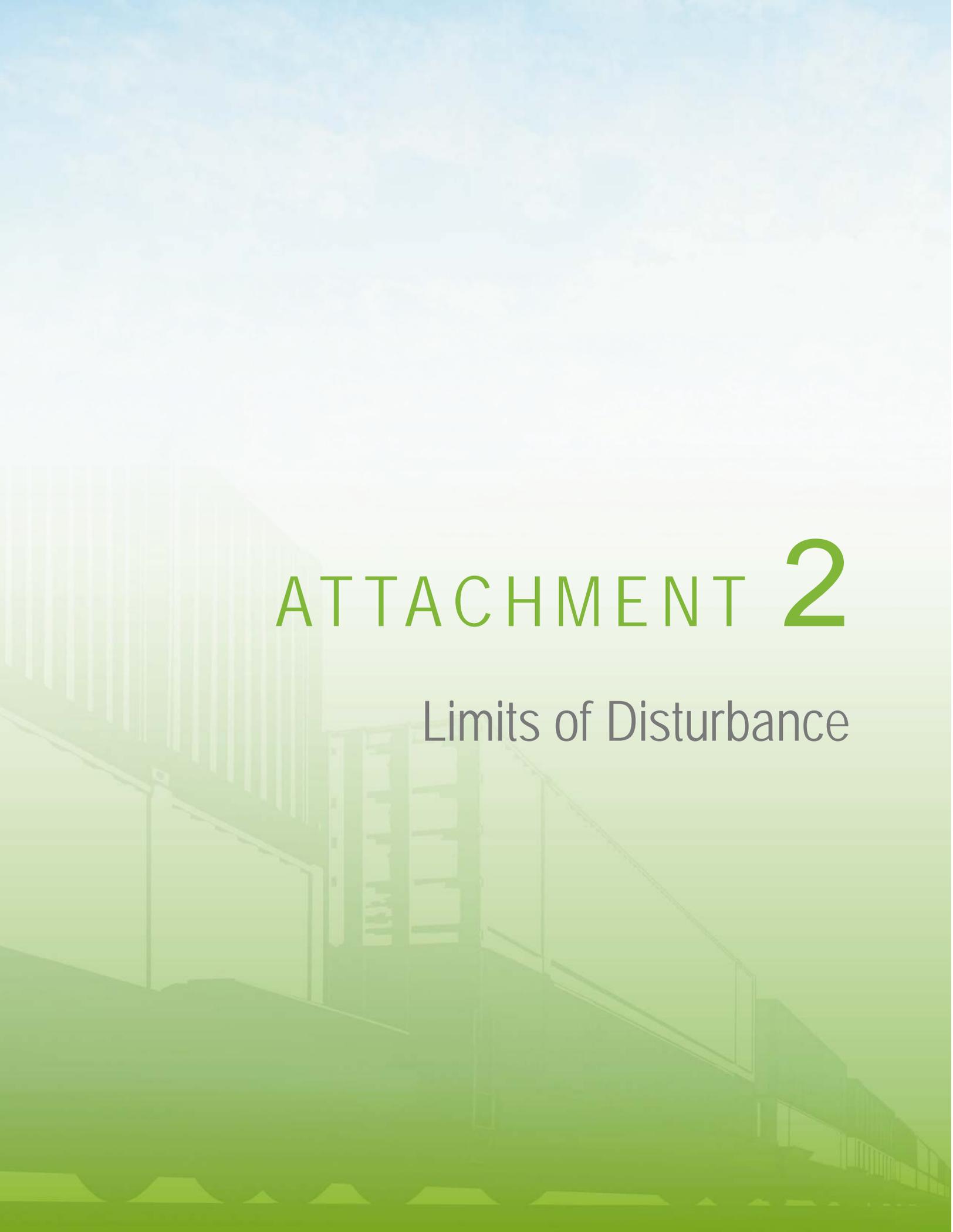
Prepared By: ARCADIS
Date: May 2010

Vicinity Map
Magnolia Interlocking and Stuart Tunnel
(Magnolia and Hansrote, WV)
Morgan County



Prepared By: ARCADIS
Date: August 2009

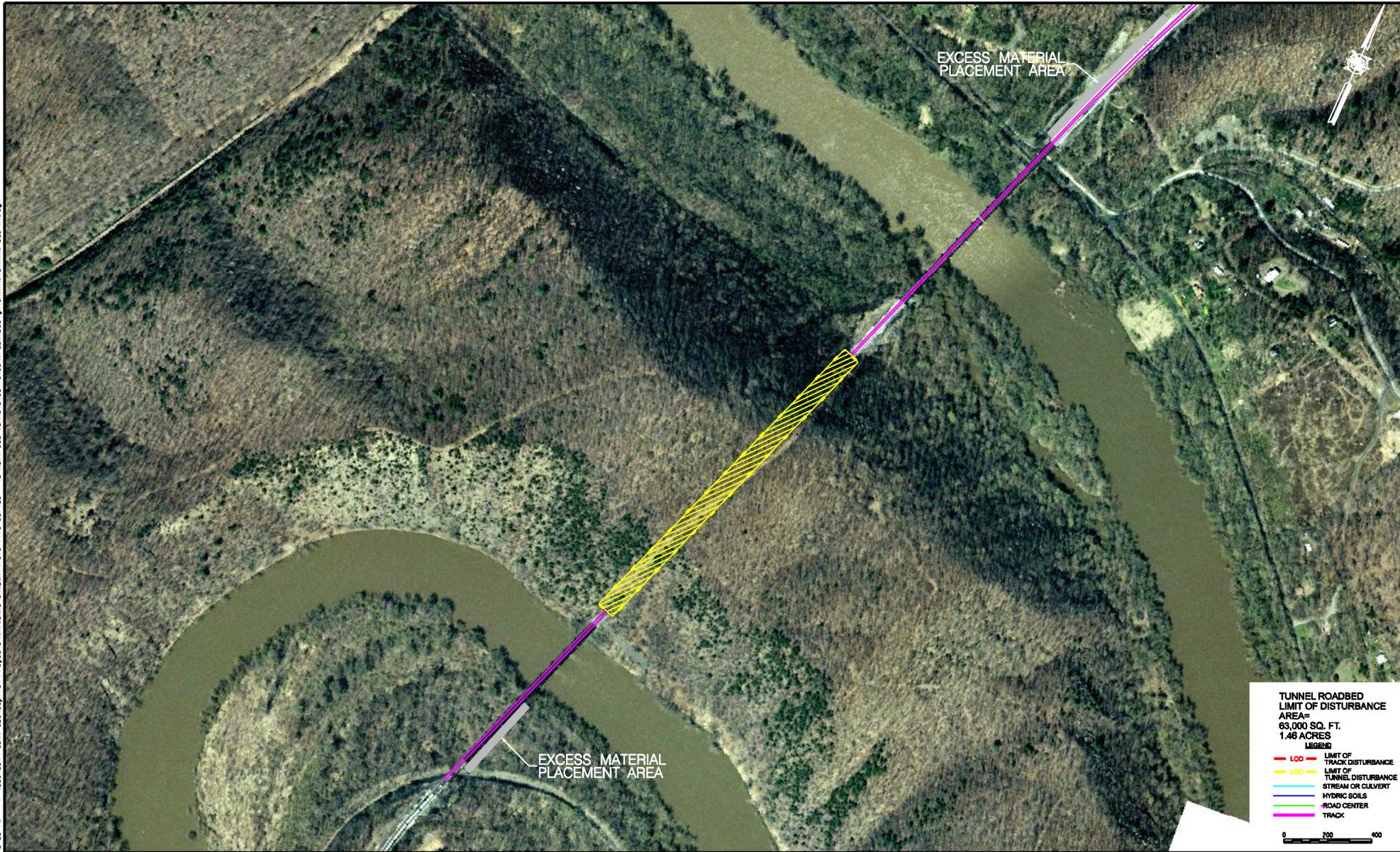
Vicinity Map
Randolph Tunnel, WV
(in the vicinity of Hansrote, WV)
Morgan County



ATTACHMENT 2

Limits of Disturbance

8/21/2009 11:43:35 PM P:\60046914_CSTI_DEV\Copy\101\Project\ENVIRONMENTAL\GATEWAY\1010-7110_Series - 13_Railroad_Tunnel\1010-7110_Graham_Tunnel_LOD_R1.dgn



EXCESS MATERIAL PLACEMENT AREA

EXCESS MATERIAL PLACEMENT AREA

TUNNEL ROADBED LIMIT OF DISTURBANCE AREA=
 63,000 SQ. FT.
 1.46 ACRES

LEGEND

- LOD
- LIMIT OF TRACK DISTURBANCE
- LIMIT OF TUNNEL DISTURBANCE
- STREAM OR CULVERT
- HYDRIC SOILS
- ROAD CENTER
- TRACK



REVISIONS			
NO.	DESCRIPTION	BY	DATE

10% CONCEPTUAL LOD

AECOM
 280 S. Broad Street, Suite 1500
 Philadelphia, Pennsylvania 19102

SCALE: AS NOTED
 DATE: 8/31/09
 DRAWN:
 CHK: D

HOW MANY MORE [CSX] PROJECT ID#

VAL.	SEC.	DIVISION	BALTIMORE
		SUBDIVISION	CUMBERLAND

CSX NATIONAL GATEWAY
 BA 145.80
 GRAHAM TUNNEL
 MAGNOLIA, MD

SHEET NO.:	OF
DRG NO.	

BALTIMORE SUBDIVISION
BA 145.00 NEW INTERLOCKING

259341 SQ. FT
5.95 ACRES



LEGEND

- LOD LIMIT OF DISTURBANCE*
- 100 YEAR FLOODPLAIN
- WETLAND BOUNDARY
- ROAD CENTER
- PROPERTY BOUNDARY
- TRACK
- EX DITCH
- FIBER-OPTIC LINE

*INCREMENTAL ADJUSTMENTS TO THE LOD ARE ANTICIPATED AT SMALLER PIPE OUTFALLS, WHICH WOULD REQUIRE ADJUSTMENTS DUE TO THE PROPOSED CONSTRUCTION.

100' 0 100' 200'
SCALE: 1" = 100'

Friday, May 21 10:08:50 AM 10:56:46 AM BRIDGE_HIGHWAYS*6814_National_Gateway_BA 145.00 Magnolia: a\external\its\external\Sheets\ML00\PHD-001_BA 145.00.dgn

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DRAFT
05/20/10

AECOM

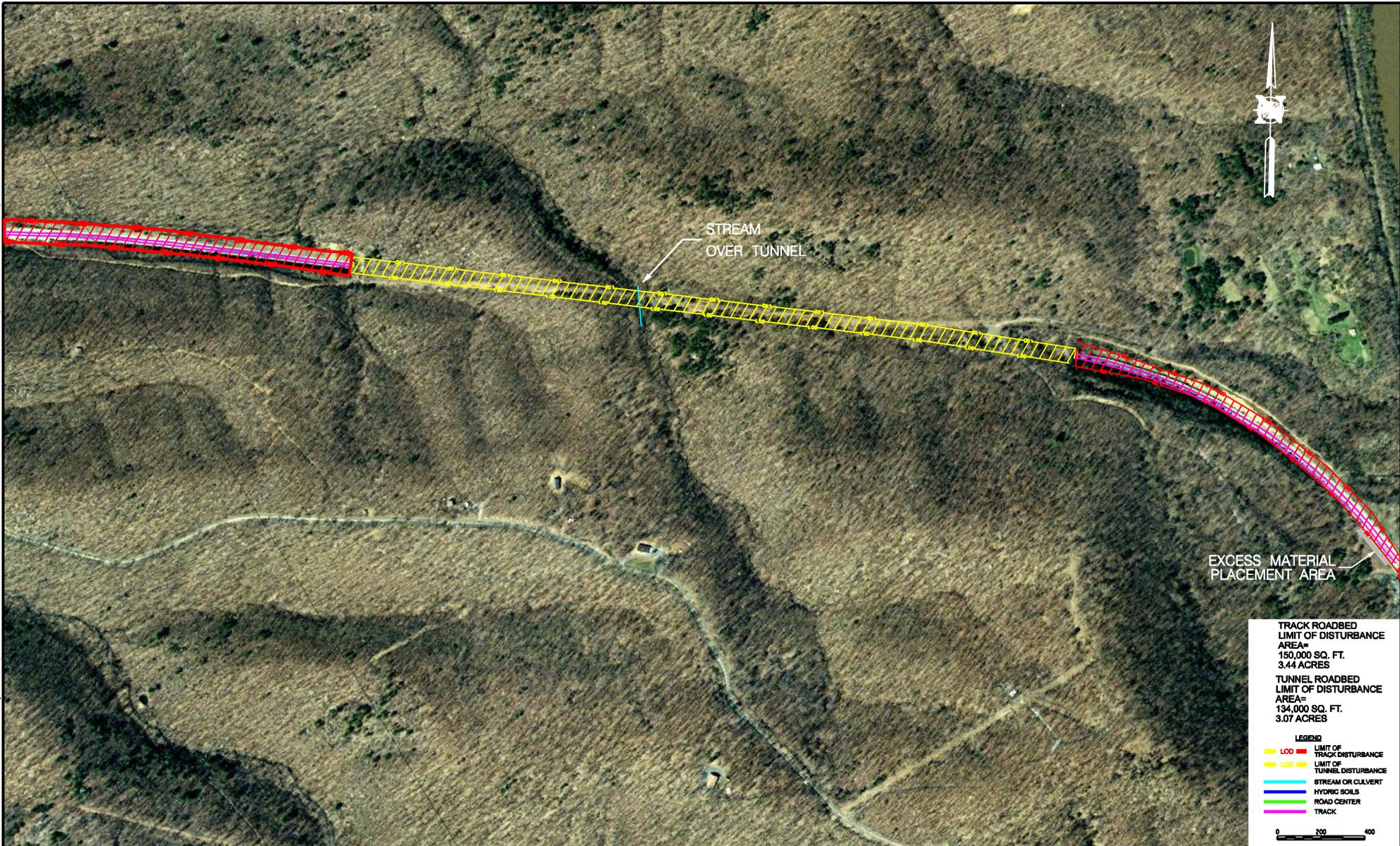
260 S. Broad Street, Suite 1500
Philadelphia, Pennsylvania 19102

SCALE: 1"=100'	VAL. SEC.	DIVISION:
DATE: 05/20/10		SUBDIVISION:
DRAWN: JAD		PROJECT ID:
CHK'D		

CSX NATIONAL GATEWAY
MAGNOLIA, WV
NEW INTERLOCKING

SHEET NO.	OF
DWG NO.	

8/21/2009 11:54:12 PM P:\60046914 CSX DEVELOPMENT PROJECTS\NATIONAL GATEWAY\010-7110 Ser 1a - 13 Railroad Tunnel\0a\gn\STUART\STUART LOD Pl.dgn



TRACK ROADBED
LIMIT OF DISTURBANCE
AREA=
150,000 SQ. FT.
3.44 ACRES

TUNNEL ROADBED
LIMIT OF DISTURBANCE
AREA=
134,000 SQ. FT.
3.07 ACRES

LEGEND

- LIMIT OF TRACK DISTURBANCE
- LIMIT OF TUNNEL DISTURBANCE
- STREAM OR CULVERT
- HYDRIC SOILS
- ROAD CENTER
- TRACK



REVISIONS			
NO.	DESCRIPTION	BY	DATE

10% CONCEPTUAL LOD

AECOM
280 S. Broad Street, Suite 1500
Philadelphia, Pennsylvania 19102

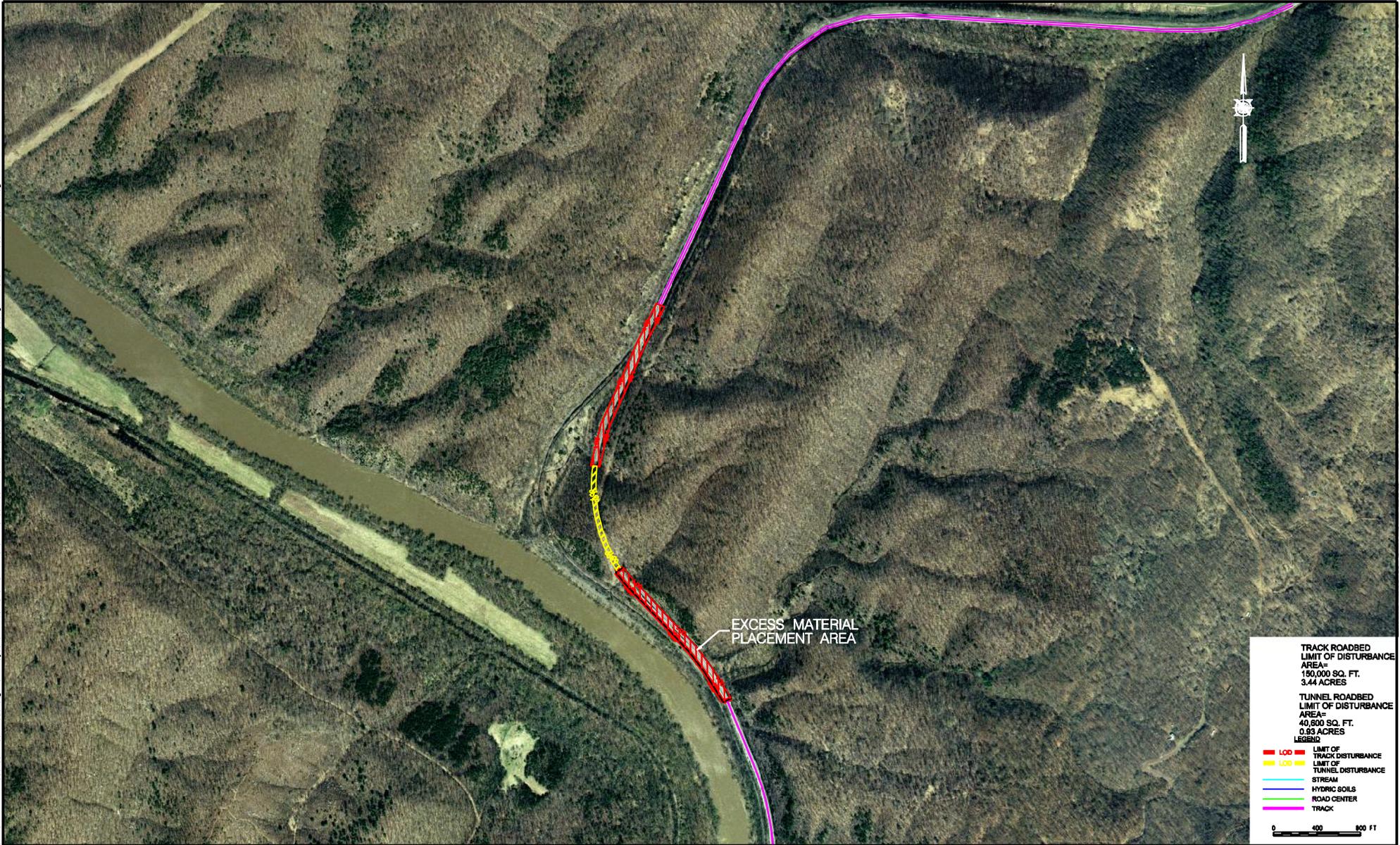
SCALE: AS NOTED
DATE: 8/31/09
DRAWN:
CHK: D

VAL. SEC. DIVISION BALTIMORE
SUBDIVISION CUMBERLAND
PROJECT ID:

CSX NATIONAL GATEWAY
BA 144.50
STUART TUNNEL
HANSROTE, WV

SHEET NO. OF
Dwg NO.

02/11/2009 2:40:12 PM G:\440402014 CSX National Gateway Project\02014\014 - 13 Railroads\Tunnels\14031 - Randolph Tunnel\14031\14031_014_013_014.dwg



TRACK ROADBED
 LIMIT OF DISTURBANCE
 AREA= 150,000 SQ. FT.
 3.44 ACRES

TUNNEL ROADBED
 LIMIT OF DISTURBANCE
 AREA= 40,500 SQ. FT.
 0.93 ACRES

LEGEND

- ▬ LOD LIMIT OF TRACK DISTURBANCE
- ▬ LOD LIMIT OF TUNNEL DISTURBANCE
- ▬ STREAM
- ▬ HYDRIC SOILS
- ▬ ROAD CENTER
- ▬ TRACK

0 400 800 FT

REVISIONS			
NO.	DESCRIPTION	BY	DATE

10% CONCEPTUAL LOD

AECOM

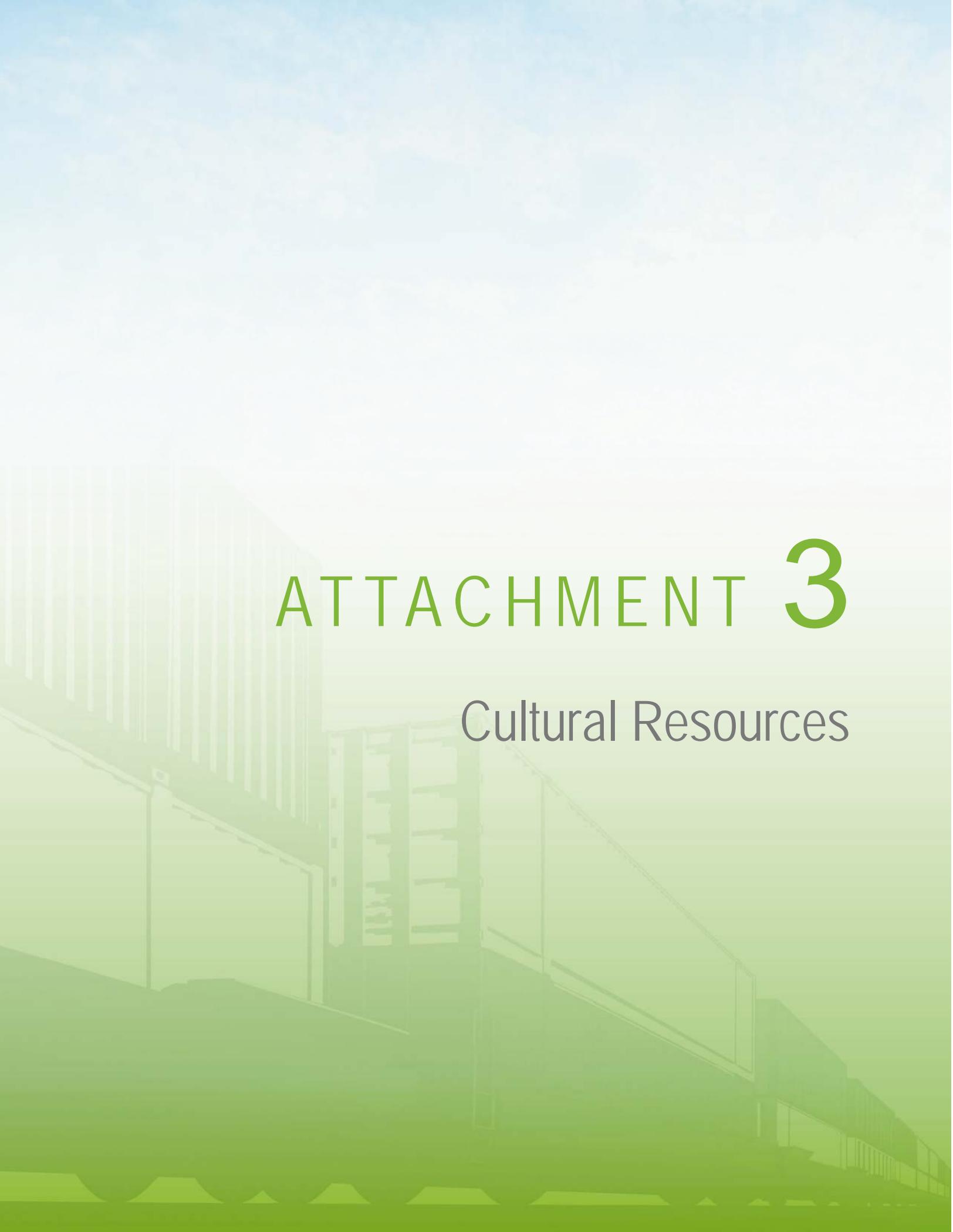
280 S. Broad Street, Suite 1500
 Philadelphia, Pennsylvania 19102

SCALE AS SHOWN
 DATE 02/11/09
 SHEET NO. 014 OF 014

VOL. SEC. DIVISION DATE ISSUED
 SUBDIVISION NUMBER AND PROJECT ID#

HOW MANY MORE SHEETS [CSX]
 CSX NATIONAL GATEWAY
 BA 142.30
 RANDOLPH TUNNEL
 HANSROTE, WV

SHEET NO.	OF
DRG NO.	



ATTACHMENT 3

Cultural Resources



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

Ms. Emma Young
Architectural Historian
A.D. Marble and Co.
10989 Red Run Blvd., Suite 209
Owings Mills, MD 21117

RE: National Gateway Initiative
FR#: 09-1320-MULTI-2

Dear Ms. Young:

We have reviewed the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:

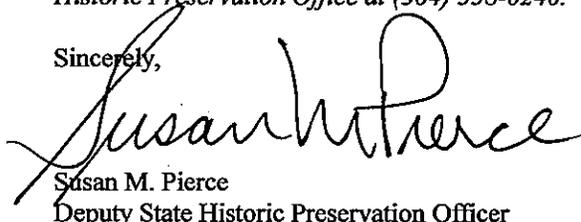
As indicated in the telephone conference on November 17, 2009, and in a subsequent meeting in our office on December 3, 2009, we remain concerned with the final appearance of the Harpers Ferry Portal, which while physically located in Maryland can be seen from West Virginia. In these meetings, we queried as to whether the entire portal could be raised. It was indicated that that is not possible as the entire portal is one piece and would be destroyed by such an endeavor. From the December 3, 2009, meeting, it is our understanding that final design plans for this portal are forthcoming. We look forward to receiving those plans and will supply further comments upon their receipt.

Archaeological Resources:

According to the submitted information, the proposed work at Graham Tunnel will involve the use of two areas in West Virginia for the disposal of excess waste material. These are located to the north of the tunnel on the northwest side of the track to the north of Highline Road and to the south of the tunnel on the southeast side of the tracks immediately across the river from the southern tunnel entrance. Our records indicate that there are no known archaeological sites in either of these areas. However, we need additional information in order to provide our comments. Please submit a copy of the appropriate USGS Topographic that shows the exact locations of the waste disposal areas. Also, please describe the type(s) of ground disturbing activities, if any, that will occur in these areas and indicate whether these are intended to be permanent or temporary waste areas. Finally, please describe any prior disturbances to these areas, if any. We will provide further comment upon receipt of this information.

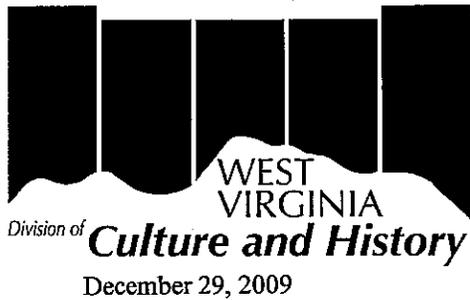
We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Lora A. Lamarre, Senior Archaeologist, or Shirley Stewart Burns, Structural Historian, in the Historic Preservation Office at (304) 558-0240.*

Sincerely,



Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LAL/SSB



received
01-04-10

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

Mr. Kenneth Stockert
Project Manager
A.D. Marble & Company
3913 Hartzdale Dr., Suite 1302
Camp Hill, PA 17011

Re: National Gateway Initiative Clearance Project
FR#: 09-1320-MU-3

Dear Mr. Stockert:

We have reviewed the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Submitted information provides determinations of eligibility for numerous resources that are within the area of potential effect (APE) for this project. Presently, you have requested our comments on these determinations of eligibility.

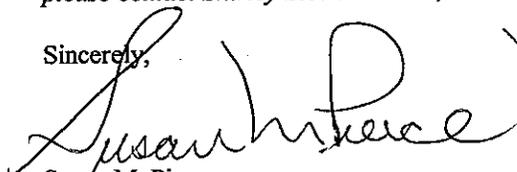
Submitted information includes documentation for two Winchester & Western Railroad Bridges that are already included in the National Register as contributing resources to the Baltimore & Ohio Railroad and Related Industries Historic District. In addition, it is your opinion that the following resources are eligible for inclusion in the National Register of Historic Places: the Carothers Tunnel, the Stuart Tunnel, the Randolph Tunnel and the Magnolia Cutoff of the Baltimore & Ohio Railroad. It is your opinion that the tunnels are all individually-eligible and the Magnolia Cutoff is eligible as part of the B&O line. We concur with these assessments. However, it is our opinion that while the tunnels are individually eligible, they also are contributing resources to the B&O line and any assessment of effect should take the collective adverse impacts of these resources on the rail line into consideration.

Submitted information indicates that it is your opinion that the Norfolk Southern Railroad Bridge is not eligible for inclusion in the National Register of Historic Places. While the organization that supplied the original Historic Property Inventory (HPI) form for this resource deemed it ineligible, we did not concur with this assessment. As indicated by the internal rating found at the top of the HPI form for JF-0009-0005, it is our opinion that this resource is eligible for the National Register as part of a historic district. We maintain that opinion and request that any assessment of effect address the impact to this historic resource.

We will provide additional comments as requested as your project progresses.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the review process, please contact Shirley Stewart Burns, Structural Historian, in the Historic Preservation Office at (304) 558-0240.*

Sincerely,



Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/SSB



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

Mr. Kenneth Stockert
Project Manager
A.D. Marble & Company
3913 Hartzdale Dr., Suite 1302
Camp Hill, PA 17011

Re: National Gateway Initiative Clearance Project
FR#: 09-1320-MU-6

Dear Mr. Stockert:

We have reviewed the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Submitted information provides assessment of effects for this project. Presently, you have requested our comments and concurrence regarding these assessments.

Submitted information includes assessment of effect for components associated with the Baltimore and Ohio Railroad, which is eligible for inclusion in the National Register of Historic Places under Criteria A and C as well as an assessment of effect for components of the B&O Railroad and Related Industries Historic District, which was listed in the National Register of Historic Places in 1980. This information indicates that it is your opinion that there will be an adverse effect to the National Register eligible Baltimore and Ohio Railroad due to the "physical destruction or damage to significant features along the B&O" (p. 9). Specifically, the project will result in an adverse effect to the Carother, Stuart, and Randolph Tunnels of the Magnolia Cutoff, which are individually eligible for inclusion in the National Register of Historic Places and also are considered contributing resources to the Baltimore and Ohio Railroad. Additionally, it is your opinion that the lowering of the line beneath the Norfolk Southern Railroad Bridge will not "sufficiently alter the line to detract from its overall integrity of the portion of the line that passes through West Virginia" (p. 9). We concur with these assessments.

Submitted documentation indicates that this project will result in the elevation of the superstructures of two railroad bridges that are contributing resources to the B&O Railroad and Related Industries Historic District. The elevation will be 1.5 feet at each bridge. It is your opinion that because the "project does not have the potential to alter contributing features of the historic district in a manner that would result in a lost of integrity and significance" that this aspect of the project would result in no adverse effect to the B&O Railroad and Related Industries Historic

March 22, 2010
Mr. Stockert
FR#: 09-1320-MU-6
Page 6

District. After review of the submitted information, we concur with this assessment.

Submitted information also includes proposed mitigation for the adverse effects. This office has previously requested that the reconstructed portals of the Carothers, Stuart and Randolph tunnels include incised names and dates of the new construction in the approximate location of the existing names and dates. Mitigation proposed by your organization includes the preparation of an illustrated history of the Magnolia Cutoff with an emphasis on the historic and engineering significance of the cutoff made available on-line as well as photographic documentation. We are amenable to your suggestion of the preparation of an illustrated history of the Cutoff. We also would request that the Historic Property Inventory (HPI) forms previously submitted to us be updated as part of any mitigation measures. Photographs meeting the National Park Service (NPS) also should be part of any mitigation. We also reiterate our request to have the facade of the new portals constructed with names and dates of the new construction. It is our understanding that we will be provided the opportunity to comment on the Harpers Ferry Tunnel as it becomes available.

It is our understanding that a Memorandum of Agreement (MOA) for this project is forthcoming. We will provide additional comments upon its receipt and as requested regarding both the Harpers Ferry Tunnel project as well as the mitigation for the adverse effect occurring to components of the B&O Railroad.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the review process, please contact Shirley Stewart Burns, Structural Historian, in the Historic Preservation Office at (304) 558-0240.*

Sincerely,

A handwritten signature in black ink, appearing to read "Susan M. Pierce". The signature is fluid and cursive, with a large initial "S" and "P".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/SSB



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

June 22, 2010

Mr. Kenneth Stockert
Project Manager
A.D. Marble & Company
3913 Hartzdale Dr., Suite 1302
Camp Hill, PA 17011

Re: National Gateway Initiative Clearance Project
FR#: 09-1320-MU-8

Dear Mr. Stockert:

We have reviewed the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Submitted information provides an explanation regarding the decision to *not* include the tunnel names on the proposed newly constructed portals at Carothers, Stuart and Randolph. This information indicates that CSX does not want to include the name on the tunnels for safety and trespassing reasons. It is believed that having the names incised on these tunnels would increase safety and trespassing concerns although there is no documentation provided that substantiates that this has been problematic in the past. Additionally, the estimated cost of construction of these tunnels would increase from \$25,000-\$30,000 each to \$225,000-\$250,000 each. According to submitted information, the installation of the more expensive tunnels would result in affecting rail service for "up to three days." While we cannot concur with the safety and trespassing argument surrounding the decision to not include the portals' names, especially with no proof that it has ever occurred in the past, we recognize the vast difference in cost and the desire to use mitigation funds towards measures that will have more opportunity for public use. We acquiesce with your mitigation measures as proposed, which includes recordation of the three tunnels prior to demolition and the development of a popular history on the Magnolia Cutoff to be placed on a static website and donated to various state depositories. It is our understanding that the Harpers Ferry Tunnel, which is visible to the public, will have a context sensitive design.

We will provide additional comments as your project progresses and as requested.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the review process, please contact Shirley Stewart Burns, Structural Historian, in the Historic Preservation Office at (304) 558-0240.*

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/SSB



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

June 24, 2010

Mr. Kenneth Stockert
Project Manager
A.D. Marble & Company
3913 Hartzdale Dr., Suite 1302
Camp Hill, PA 17011

Re: National Gateway Initiative Clearance Project
FR#: 09-1320-Multi-7

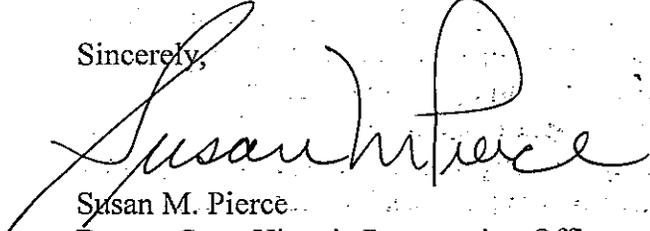
Dear Mr. Stockert:

We have reviewed the above referenced project to determine potential effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

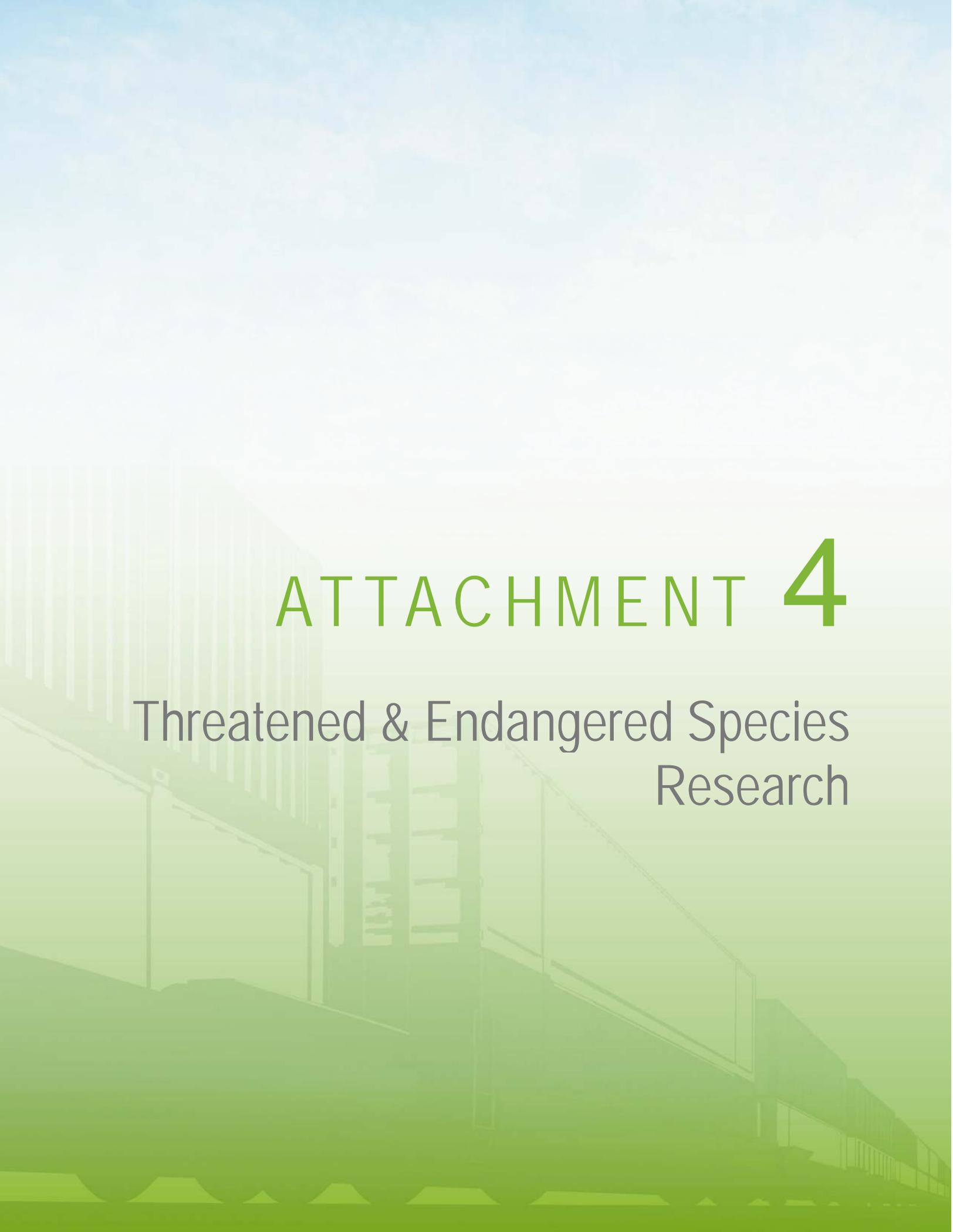
Submitted information indicates that staging for Graham tunnel will occur in West Virginia. Two areas are proposed for placement of excess materials, one to the north of the tunnel on the northwest side of the track to the north of Highline Road and one to the south of the tunnel along the southeast side of the tracks. A search of our records indicates that there are no previously recorded archaeological resources within the areas proposed for placement of excess materials. In addition, available information indicates that the excess material will be placed in areas that have been previously disturbed. As a result, we are of the opinion that there are no archaeological resources within the areas proposed for placement of excess material that are eligible for inclusion in the National Register of Historic Places.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the review process, please contact Lora A Lamarre, Senior Archaeologist, at (304) 558-0240.*

Sincerely,


Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LAL



ATTACHMENT 4

Threatened & Endangered Species Research



RECEIVED
OCT 26 2009
ARCADIS G & M
of North Carolina, Inc.

DIVISION OF NATURAL RESOURCES

Wildlife Resources Section

Operations Center

P.O. Box 67

Elkins, West Virginia 26241-3235

Telephone (304) 637-0245

Fax (304) 637-0250

October 22, 2009

Joe Manchin III
Governor

Frank Jezioro
Director

Ms. Martha M. Register
ARCADIS G&M of North Carolina, Inc.
801 Corporate Center Drive, Suite 300
Raleigh, NC 27607

Dear Ms. Register:

We have reviewed our files for information on rare, threatened and endangered (RTE) species and natural trout streams for the areas of the proposed CSXT National Gateway Clearance Initiative sites at Carothers Tunnel, Stuart Tunnel, Randolph Tunnel, W&W Railroad Bridge, NS Railroad Bridge and Graham Tunnel in Morgan, Jefferson and Berkeley counties, WV (Ref. No. GA063879.0002).

We have no known records of any RTE species or natural trout streams within most the project areas. The eastern six-lined racerunner (*Aspidoscelis sexlineata*) has been documented at the rock outcrop along the railroad tracks at the southern entrance to the Randolph Tunnel. This is the only known occurrence of this lizard in West Virginia. It is often associated with rock outcrops with loose soil and sand. This type of habitat should be avoided when placing material removed from the tunnel. In addition, it is possible that bats may utilize the tunnels as hibernacula or roosts. Surveys for bats should be conducted prior to any disturbance.

This response is based on information currently available and should not be considered a comprehensive survey of the areas under review.

The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state. If your project will directly impact the waters of the state or cause a "take" of fish and/or wildlife, consultation may be required. Requests for WV wildlife agency consultation should be directed to Mr. Roger Anderson at the address given in the letterhead or by email at rogeranderson@wvdnr.gov. Database requests for information on RTE species and sensitive habitats should still be directed to me.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, extension 2048. Enclosed please find an invoice.

Sincerely,


Barbara Sargent
Environmental Resources Specialist
Wildlife Diversity Program

enclosure

INVOICE

West Virginia Division of Natural Resources

Wildlife Resources Section, P.O. Box 67, Elkins, WV 26241

Attention: Ms. Patty Fordyce

In Account With: ARCADIS G&M of North Carolina, Inc. **Date:** October 22, 2009
801 Corporate Center Drive, Suite 300
Raleigh, NC 27607

Attention: Ms. Martha M. Register

For the retrieval and compilation of information on rare, threatened and endangered species and natural trout streams for the proposed CSXT National Gateway Clearance Initiative sites at Carothers Tunnel, Stuart Tunnel, Randolph Tunnel, W&W Railroad Bridge, NS Railroad Bridge and Graham Tunnel in Morgan, Jefferson and Berkeley counties, WV (Ref. No. GA063879.0002).

AMOUNT DUE: \$75.00

Make check payable to WV Division of Natural Resources. **Please reference the invoice number on your check.** Mail to the above address and to the attention of Ms. Fordyce.

Mr. Tom Chapman, Field Supervisor
US Fish and Wildlife Service
694 Beverly Pike
Elkins, West Virginia 26241

ARCADIS
801 Corporate Center Drive
Suite 300
Raleigh
North Carolina 27607
Tel 919.854.1282
Fax 919.854.5448
www.arcadis-us.com

Subject:

CSXT National Gateway Clearance Initiative sites at Carothers Tunnel, Stuart Tunnel, Randolph Tunnel, W&W Railroad Bridge, NS Railroad Bridge, and Graham Tunnel (Mileposts BA 147.00, BA 144.50, BA 142.30, BA 100.50, BA 89.00, and BA 145.80), Morgan, Jefferson, and Berkeley Counties

TRANSPORTATION

Date:

October 6, 2009

Dear Mr. Chapman

Contact:

Martha Register

ARCADIS, on behalf of CSX Transportation, Inc. (CSXT), is submitting the following information request:

Extension:

189

CSXT is proposing to use American Recovery and Reinvestment Act (ARRA) funds to complete vertical clearance improvements along the National Gateway rail corridor in West Virginia. Specifically, five locations in West Virginia were identified to have vertical obstructions. The five project sites are in Morgan, Jefferson, and Berkeley Counties:

Email:

martha.register@arcadis-us.com

- **BA 147.00, Carothers Tunnel, Morgan County, Paw Paw, WV** – This obstruction to the use of double-stacked freight trains is a tunnel originally

Our ref:

GA063879.0002



United States Department of the Interior

FISH AND WILDLIFE SERVICE

West Virginia Field Office
694 Beverly Pike
Elkins, West Virginia 26241

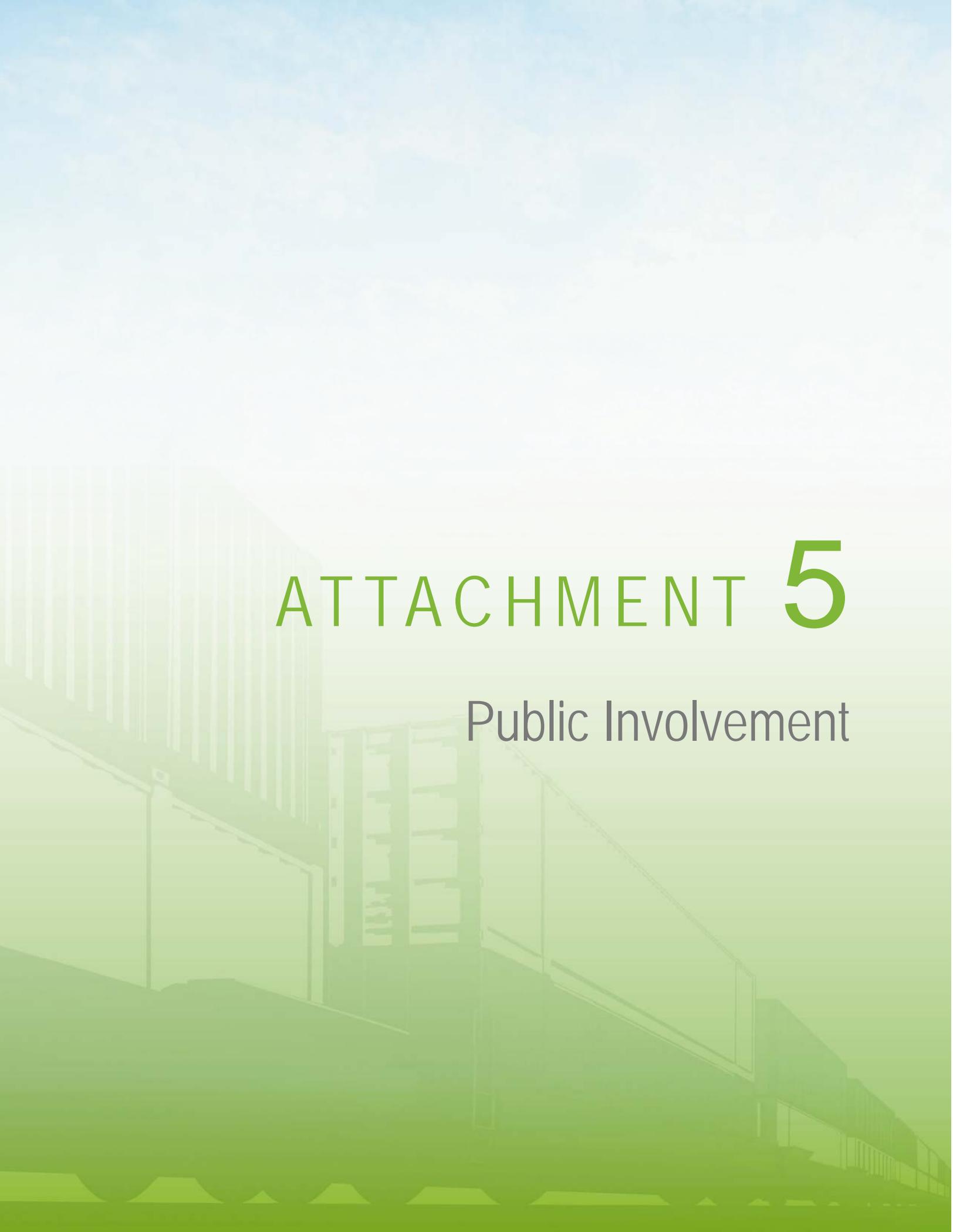


In response to your letter above, we have made a "no effect" determination that the project will not affect federally-listed endangered or threatened species. Therefore no biological assessment or further section 7 consultation under the Endangered Species Act is required with the Fish and Wildlife Service. Should project plans change, or if additional information on listed and proposed species becomes available, this determination may be reconsidered.

Definitive determinations of the presence of waters of the United States, including wetlands, in the project area and the need for permits, if any, are made by the U.S. Army Corps of Engineers. They may be contacted at: Pittsburgh District, Regulatory Branch, William S. Moorhead Federal Building, 1000 Liberty Avenue, Pittsburgh, Pennsylvania 15222-4188, telephone (412) 395-7152.

Andrew Decker 4-20-10
Reviewer's signature and date

Dorothy Carter 4/20/2010
Field Supervisor's signature and date



ATTACHMENT 5

Public Involvement

**National Gateway Initiative Clearance Project
Carothers Tunnel in Paw Paw, WV
Request for Public Comment**

CSX Transportation requests public comments regarding the National Gateway Initiative clearance improvements at the Carothers Tunnel.

About the Project

The National Gateway Initiative Clearance Projects will allow for the use of more efficient and environmentally beneficial double-stack trains on the railway. To do this, CSX Transportation must increase the vertical clearance at the Carothers Tunnel. Work includes a total arch liner replacement within the Carothers Tunnel.

In accordance with the National Environmental Policy Act of 1969, as amended, CSX Transportation is preparing a Categorical Exclusion document. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts. CSX Transportation requests that information about cultural resources in the area be submitted by the comment submission deadline. CSX

Transportation is also coordinating with the West Virginia Division of Culture and History regarding historic resources in the vicinity of the proposed project.

We welcome your comments on the proposed National Gateway Initiative clearance improvements.

Public Comments

Please submit your comments by December 28, 2009 to:

Ms. Martha Register
ARCADIS
801 Corporate Center Drive
Suite 300
Raleigh, NC 27607

**National Gateway Initiative Clearance Projects
Randolph and Stuart Tunnels in Hansrote, WV
Request for Public Comment**

CSX Transportation requests public comments regarding the National Gateway Initiative clearance improvements at the Randolph and Stuart Tunnels.

About the Project

The National Gateway Initiative Clearance Projects will allow for the use of more efficient and environmentally beneficial double-stack trains on the railway. To do this, CSX Transportation must increase the vertical clearance at the Randolph and Stuart Tunnels. Work includes notching the liner of the Stuart Tunnel and a total arch liner and portal cap replacement for the Randolph Tunnel.

In accordance with the National Environmental Policy Act of 1969, as amended, CSX Transportation is preparing a Categorical Exclusion document. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (codified as 36 CFR 800), information regarding the presence of any known cultural resources in the vicinity of the project is also requested. Cultural resources include prehistoric and historic archaeological sites, historic bridges, historic buildings, sites and districts. CSX Transportation requests that information about cultural resources in the area be submitted by the comment submission deadline. CSX

Transportation is also coordinating with the West Virginia Division of Culture and History regarding historic resources in the vicinity of the proposed project.

We welcome your comments on the proposed National Gateway Initiative clearance improvements.

Public Comments

Please submit your comments by December 28, 2009 to:

Ms. Martha Register
ARCADIS
801 Corporate Center Drive
Suite 300
Raleigh, NC 27607