

**Graham-Haw River Siding and Main Line Relocation  
Alamance County  
Federal-Aid Project No. \_\_\_\_\_  
State Project No. WBS 39364  
TIP Project No. P-3414 O**

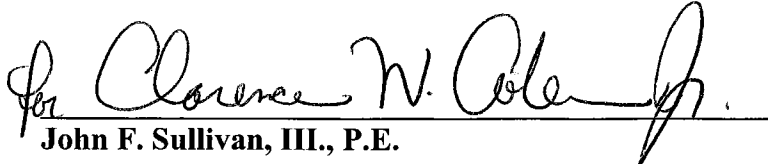
**ADMINISTRATIVE ACTION**

**ENVIRONMENTAL ASSESSMENT**

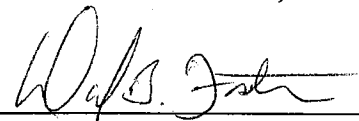
**Federal Highway Administration**

**North Carolina Department of Transportation  
Rail Division**

4/30/07  
Date

  
\_\_\_\_\_  
**John F. Sullivan, III., P.E.  
Division Administrator, FHWA**

4-20-07  
Date

  
\_\_\_\_\_  
**David B. Foster, P.E.  
Rail Environmental Programs Manager  
Rail Division, Environmental and Planning Branch**

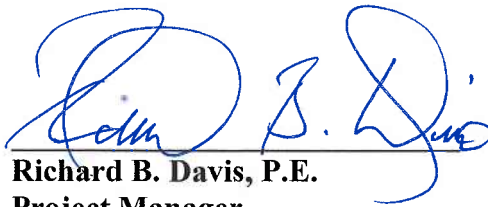
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**Environmental Assessment**

**April 2007**

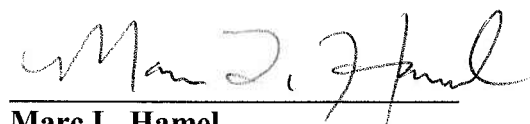
**Document Prepared by:**

**THE LPA GROUP OF NORTH CAROLINA, P.A.**

  
Richard B. Davis, P.E.  
Project Manager



**For the North Carolina Department of Transportation  
Rail Division**

  
Marc L. Hamel  
Rail Environmental Engineer

**Project Commitments**  
**Graham-Haw River Siding and Main Line Relocation**  
**Alamance County**  
**Federal-Aid Project No. \_\_\_\_\_**  
**State Project No. WBS 39364**  
**TIP Project No. P-3414 O**

**ENVIRONMENTAL ASSESSMENT**

**SUMMARY OF ENVIRONMENTAL COMMITMENTS**

In addition to the standard Nationwide Permit #14 Conditions, the General Nationwide Permit Conditions, Section 404 Conditions, Regional Conditions, State Consistency Conditions, NCDOT's Guidelines for Best Management Practices for the Protection of Surface Waters, General Certification Conditions, and Section 401 Conditions of Certification would all apply to the proposed project. There are no special commitments associated with the proposed rail improvements between Graham and Haw River.

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Environmental Assessment

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**I. DESCRIPTION OF THE PROPOSED ACTION**

The proposed rail improvements are part of a larger effort by the NCDOT Rail Division to improve railways between the cities of Raleigh and Greensboro on the North Carolina Railroad/Norfolk Southern (NCR/NS) 'H' Line from mileposts H-0 to H-85. The proposed improvements are designed to facilitate passenger/freight rail use, improve capacity, improve rail safety between the two metro areas, and decrease congestion. The 'H' Line is also part of the Southeast High Speed Rail Corridor (SEHSR), which runs from Washington, DC to Charlotte, NC.

The proposed project is located in central Alamance County in the City of Graham, NC and the Town of Haw River, NC. More specifically, the improvements would occur on the NCR/NS 'H' Line between mileposts H-23.5 and H-25.5 (Figure 1.1). The project includes improving four existing curves and adding 10,000 feet of passing siding. Also included in the project is the relocation of the at-grade crossing of the railroad at SR 1719 (Pomeroy Street), and the relocation of East River Street. The four-way intersection between Pomeroy Street and River Street would be relocated north of its existing location and East River Street would be relocated off of the railroad right-of-way. The new intersection will be upgraded to eliminate the current offset intersection and increase traffic safety. The proposed improvements to the track would be constructed within the existing right-of-way for approximately 1.25 miles from west to east. The improvements of the remaining 0.75 miles of the project would require acquisition of new right-of-way for the new location section of mainline track (Figure 1.2).

Improvements are included in the 2007-2013 NCDOT Transportation Improvement Program (TIP # P-3414 O).

