



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

1200 New Jersey Ave, SE  
Washington, DC 20590

Ms. Michaela Noble  
Director  
Office of Environmental Policy and Compliance  
MIB, MS-2340  
US Department of the Interior  
1849 C Street NW  
Washington, DC 20240

**Re: Southeast High Speed Rail Raleigh to Richmond Section 4(f) Uses**

Dear Ms. Noble:

Enclosed for review by the Department of Interior (DOI) is a final 4(f) Evaluation, included as a standalone Chapter 5 of the enclosed Tier II Final Environmental Impact Statement (FEIS), prepared by the North Carolina Department of Transportation (NCDOT), the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) for the proposed Southeast High Speed Rail (SEHSR) Project between Richmond, Virginia and Raleigh, North Carolina (R2R Project). The approximately 162-mile Richmond to Raleigh portion of SEHSR is the middle section of the overall Washington, DC to Charlotte, NC SEHSR corridor. In 2002, FRA and the Federal Highway Administration jointly prepared a Tier I EIS and then issued a Record of Decision (ROD) selecting a preferred corridor for the SEHSR between Washington and Charlotte. The R2R Project builds upon that Tier I decision.

The R2R Project begins at Main Street Station in Richmond, VA, and extends to the south, following the existing CSX Transportation (CSX) S-line railroad to Centralia, then transitions to the CSX A-line through Petersburg, VA, crossing the Appomattox River, and continues south to Collier Yard (a CSX rail yard). At the south end of Collier Yard, the R2R Project turns west, following the alignment of the inactive Burgess Connector rail line. At Burgess, the R2R Project curves south, rejoining the alignment of the CSX S-line, which it follows into North Carolina.

In North Carolina, the R2R Project continues along the inactive CSX S-line through Warren County to just south of the Town of Norlina, NC. The R2R Project follows the CSX S-line to the north side of downtown Raleigh near Capital Boulevard, where it increases to approximately 2,000 feet wide to encompass the existing Norfolk Southern (NS) line through Glenwood Yard (the NS switching yard) on the west side and the CSX S-line through Capital Yard (the CSX switching yard) on the east side. Near Jones Street in downtown Raleigh, the NS line joins the CSX S-line, and the R2R Project follows the joint CSX/NS corridor south for two blocks to the Boylan Wye, the southern terminus of the R2R Project.

The R2R Project will use 16 4(f) resources, all of which are as a result of the R2R Project having adverse effects on cultural or historic resources protected under the National Historic Preservation Act (NHPA). FRA has determined that there is no feasible and prudent alternative to the uses of these resources. The 16 resources along with proposed measures to minimize harm to those resources are discussed in Section 5.12 of the EIS (note that the FEIS combines into one paragraph the discussion of Defense Road, Dimmock Line/Earthworks, and the Bridge over Defense Road, three resources in very close proximity to each other).

To facilitate compliance with Section 106 of the National Historic Preservation Act, FRA, NCDOT and the NC State Historic Preservation Office have signed a Memorandum of Agreement (MOA) addressing the adverse effects to the resources located in North Carolina, and FRA, DRPT and the VA Department of Historic Resources have signed an MOA addressing the adverse effects to the resources located in Virginia. The MOAs describe the agreed-upon measures that NCDOT, DRPT and FRA will take to avoid, minimize, or mitigate the adverse effects. The signed MOAs are included with the FEIS on the enclosed CD. For more information on FRA's 4(f) determination and the process FRA used to reach that determination, please see the FEIS.

Please note that in September 2014 FRA sent the draft Final 4(f) Evaluation to DOI for a courtesy review, and DOI provided no official comment.

We would appreciate receiving an acknowledgement of DOI's review with any comments or suggestions within the next thirty days. To facilitate receipt of your response, please email a copy to [John.Winkle@DOT.Gov](mailto:John.Winkle@DOT.Gov) in advance of the original. We intend to finalize a 4(f) determination at the expiration of the thirty-day period to allow FRA to issue a ROD. Should you have any questions, please do not hesitate to contact Mr. John Winkle, Transportation Industry Analyst at (202) 493-6067.

We appreciate your assistance and cooperation.

Sincerely,

  
Jamie Rennert  
Director, Office of  
Program Delivery

Enclosures

Cc: James Bridges, NCDOT  
Emily Stock, DRPT  
Suzanne Unger Young, Three Oaks Engineering  
Kerri Barille, Dovetail Cultural Resource Group