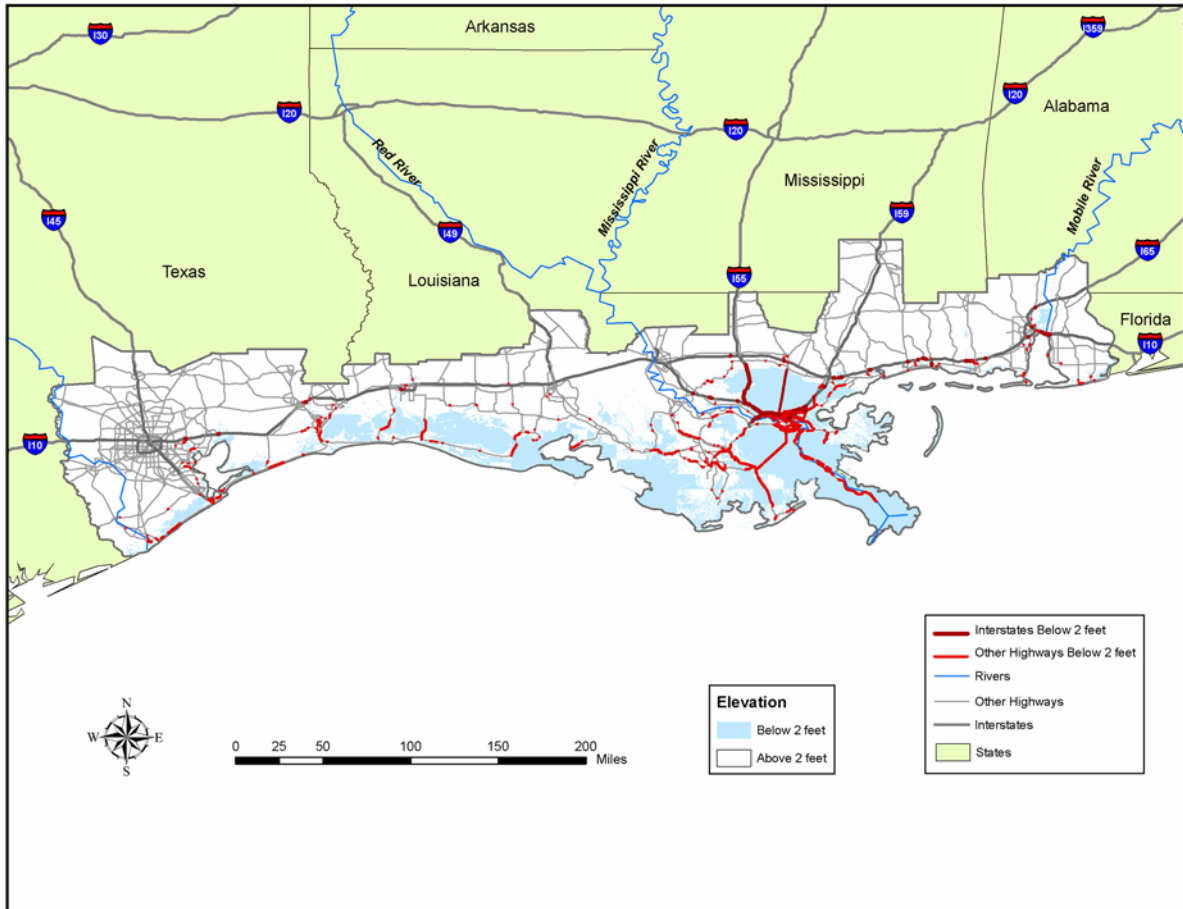


Figure 4.1 Highways at risk from a relative sea level rise of 61 cm (two feet).
(Source: Cambridge Systematics analysis of U.S. DOT data)



**Figure 4.2 Highways at risk from a relative sea level rise of 122 cm (four feet).
(Source: Cambridge Systematics analysis of U.S. DOT data)**

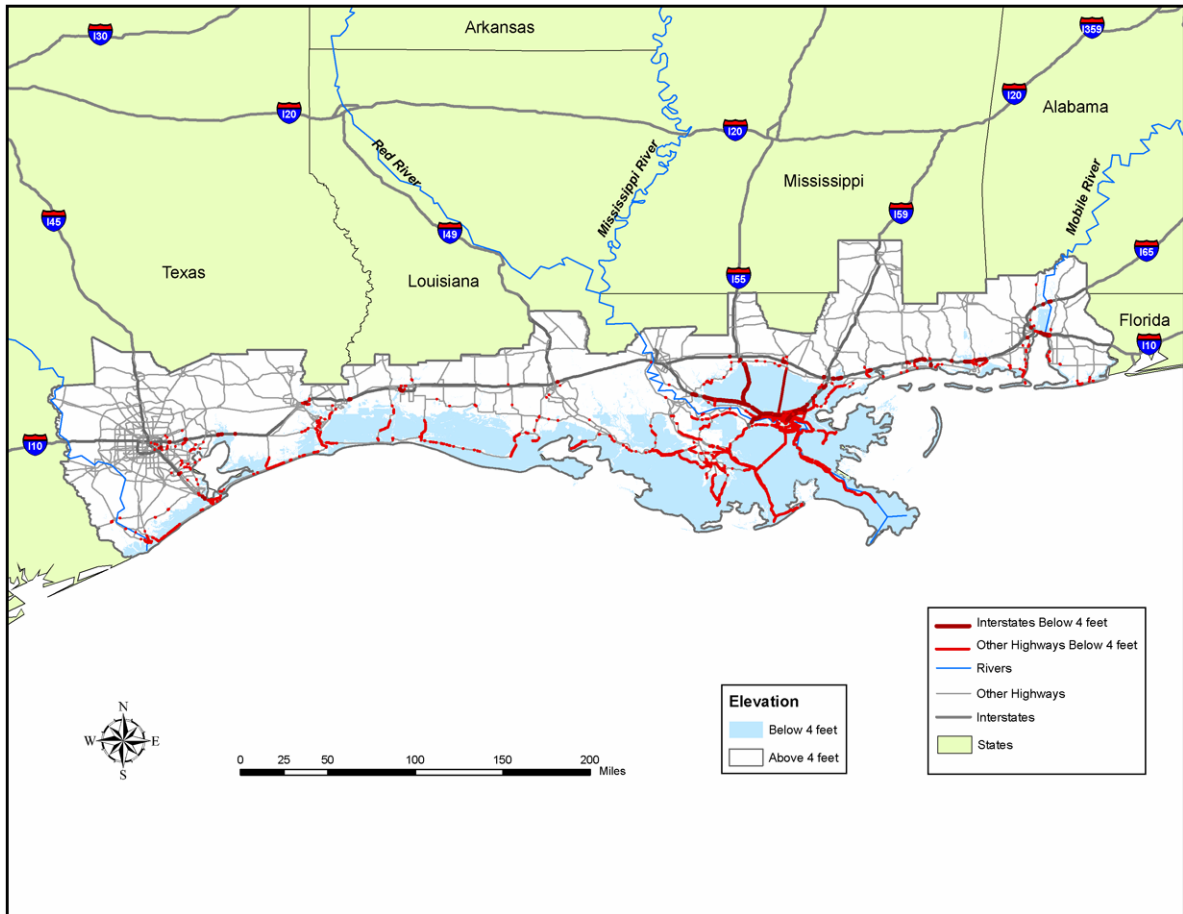


Figure 4.3 NHS Intermodal Connectors at risk from a relative sea level rise of 122 cm (four feet). (Source: Cambridge Systematics analysis of U.S. DOT data)

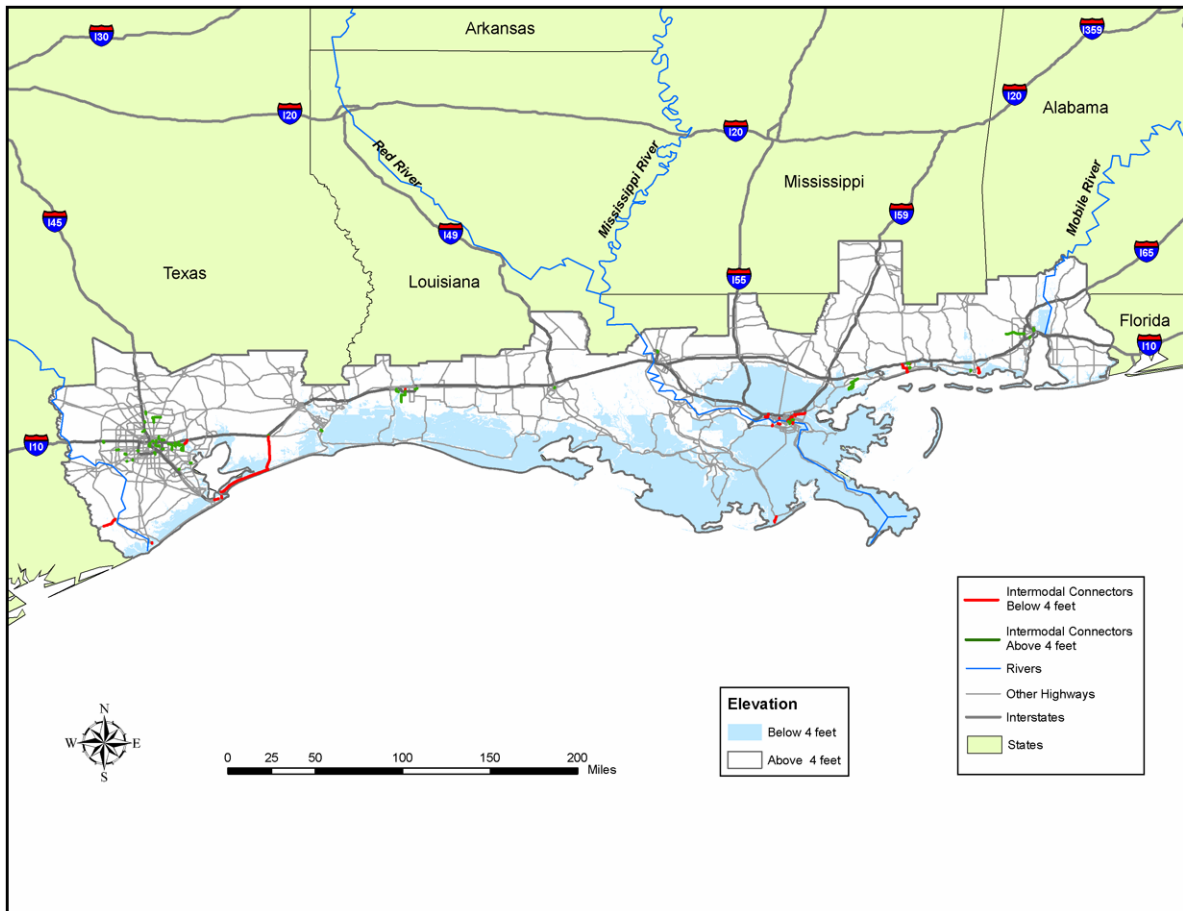


Figure 4.4 Hurricane Katrina damage to Highway 90 at Bay St. Louis, MS.
(Source: NASA Remote Sensing Tutorial)



Figure 4.5 Highways at risk from storm surge at elevations currently below 5.5 meters (18 feet). (Source: Cambridge Systematics analysis of U.S. DOT data)

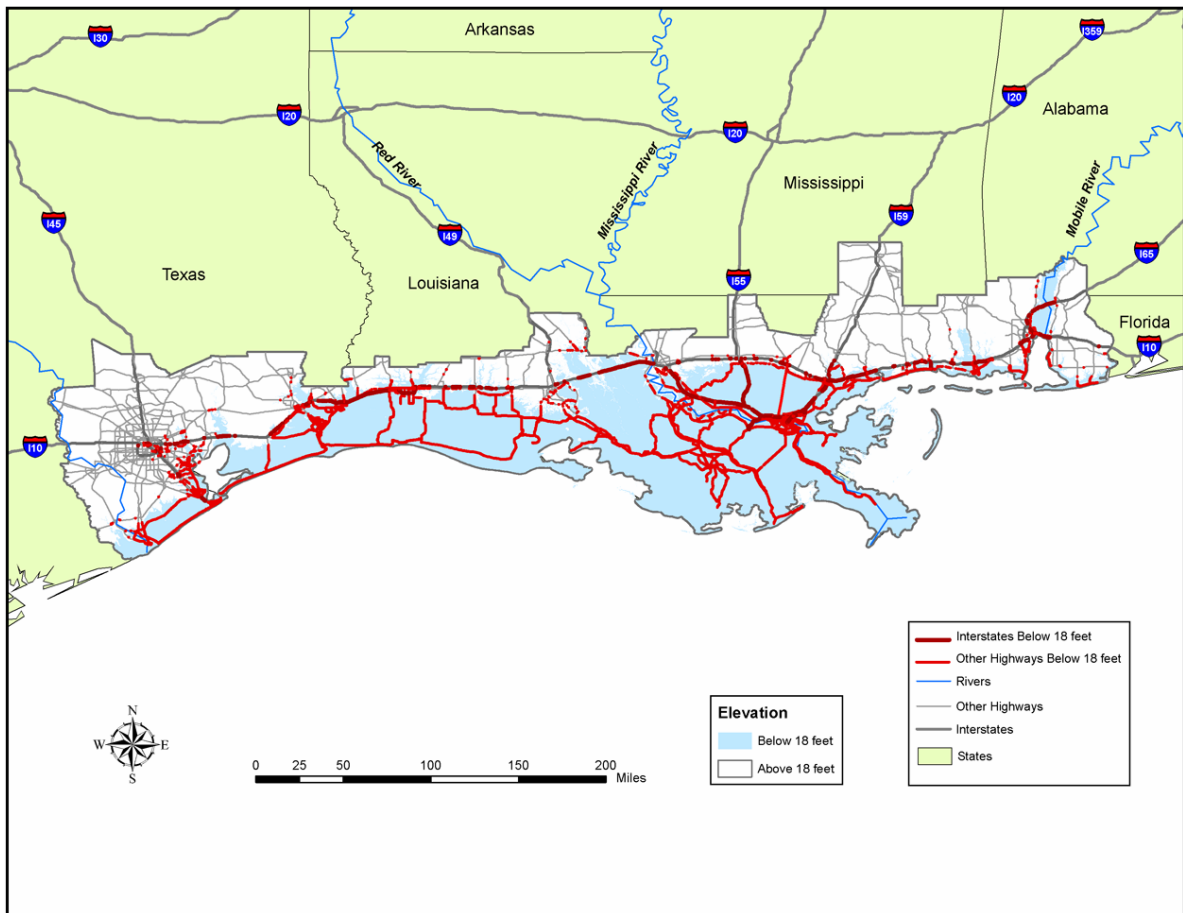
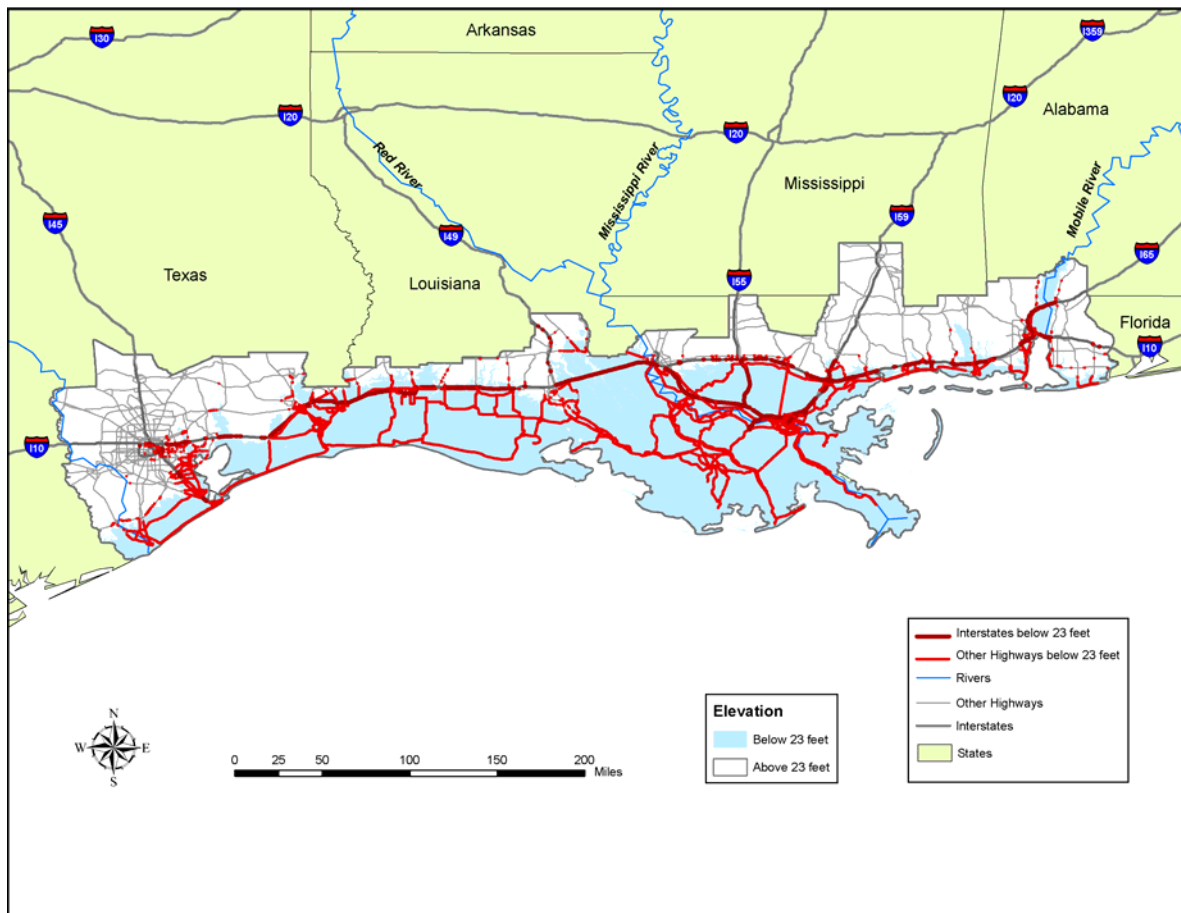


Figure 4.6 Highways currently at risk from storm surge at elevations currently below 7.0 meters (23 feet). (Source: Cambridge Systematics analysis of U.S. DOT data)



**Figure 4.7 NHS Intermodal Connectors at risk from storm surge at elevations currently below 7.0 meters (23 feet).
(Source: Cambridge Systematics analysis of U.S. DOT data)**

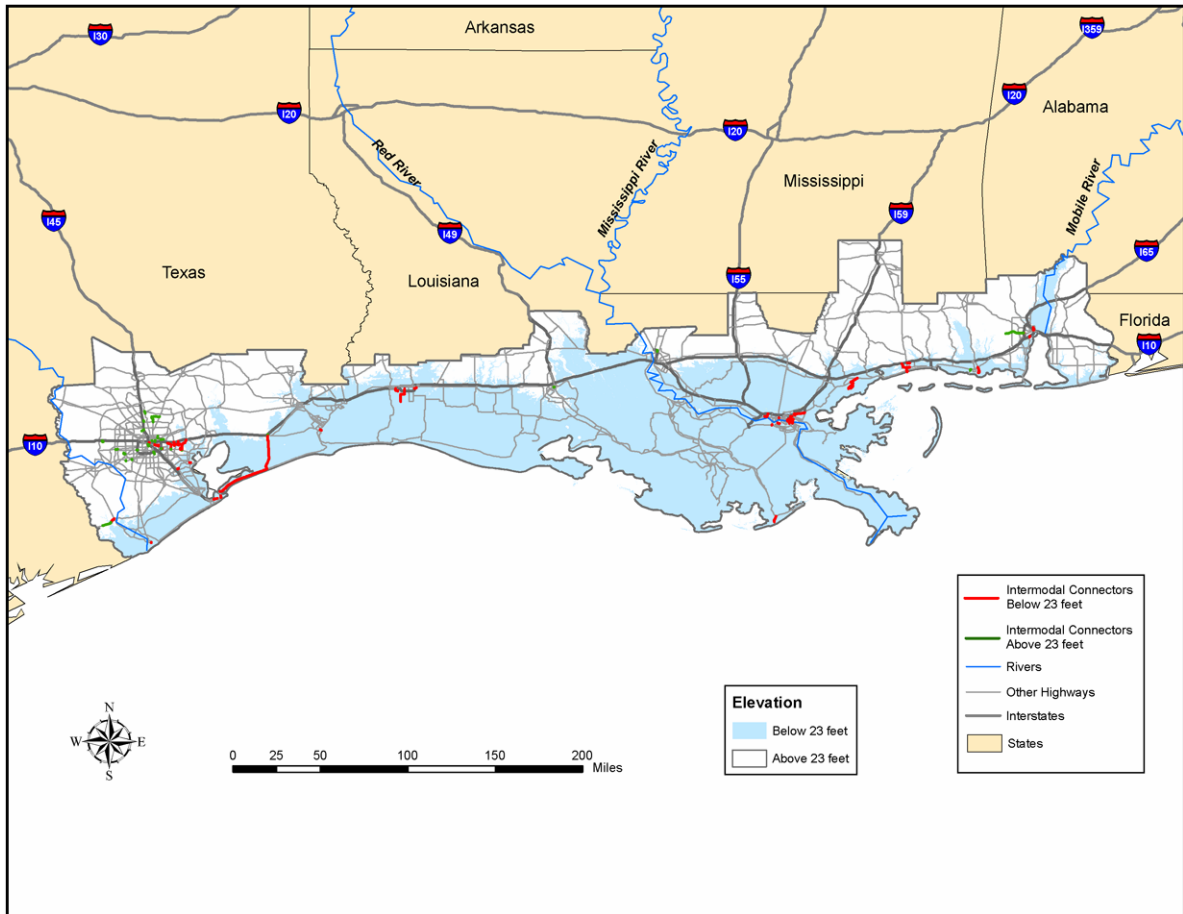


Figure 4.8 Fixed bus routes at risk from a relative sea level rise of 122 cm (four feet), New Orleans. (Source: Cambridge Systematics analysis of U.S. DOT data)

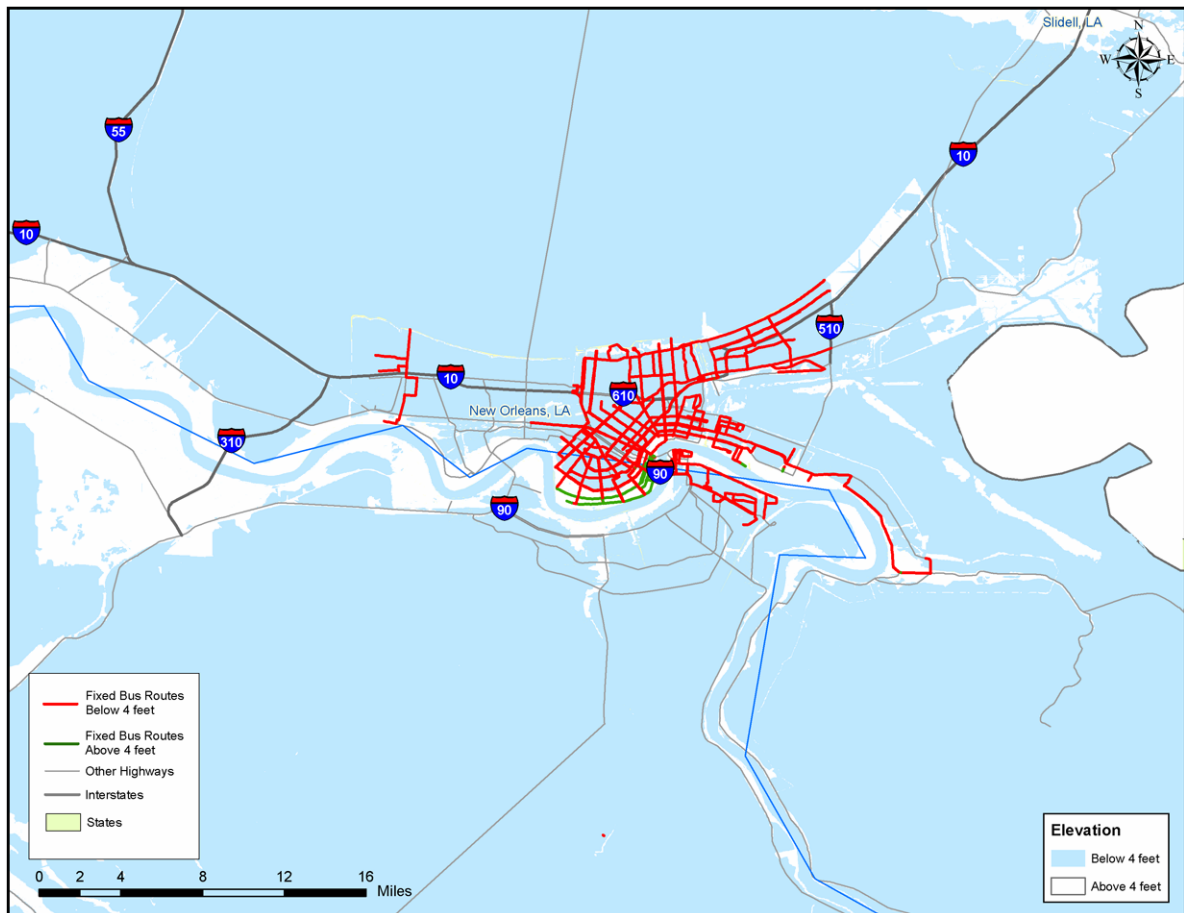


Figure 4.9 Fixed transit guideways at risk from a relative sea level rise of 122 cm (four feet), Houston and Galveston.
(Source: Cambridge Systematics analysis of U.S. DOT data)

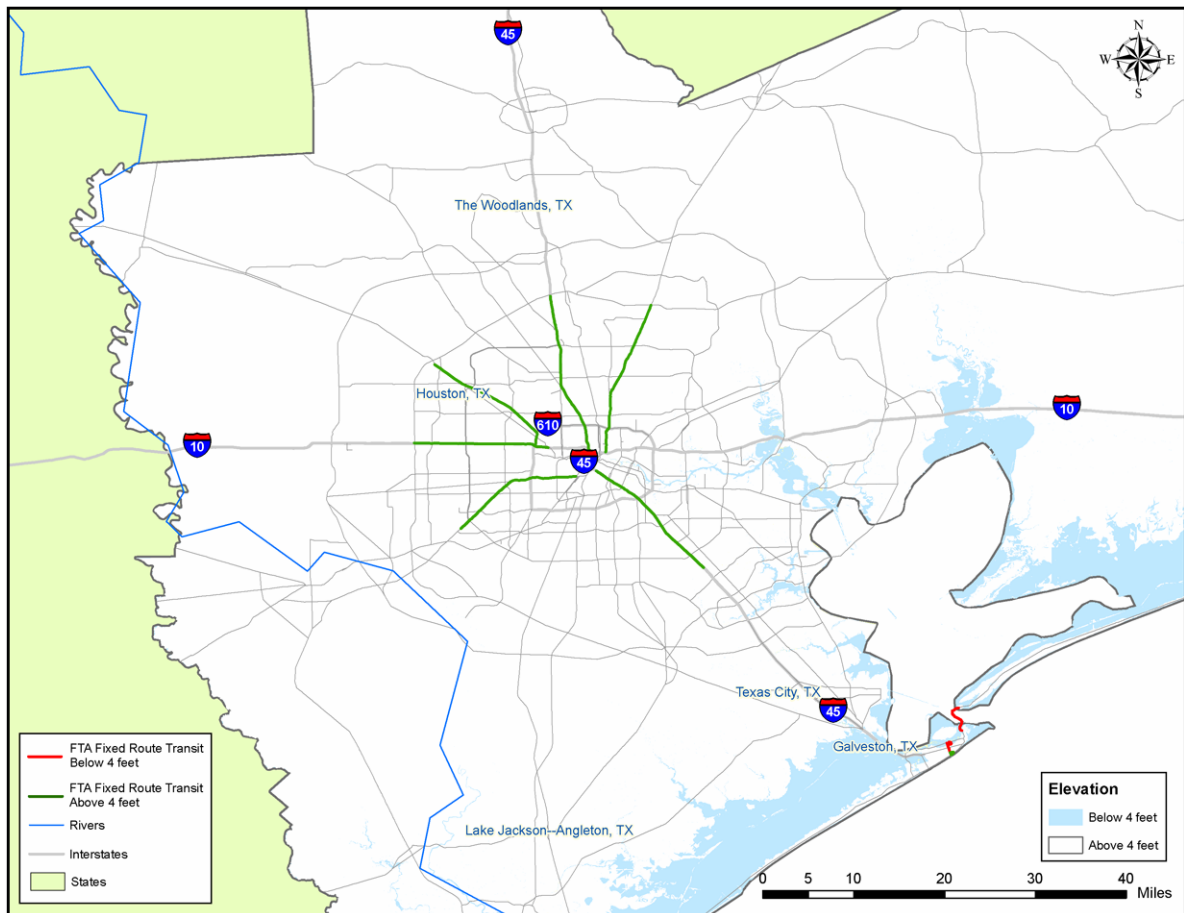


Figure 4.10 Fixed transit guideways at risk from storm surge at elevations currently below 5.5 meters (18 feet), New Orleans. (Source: Cambridge Systematics analysis of U.S. DOT data)

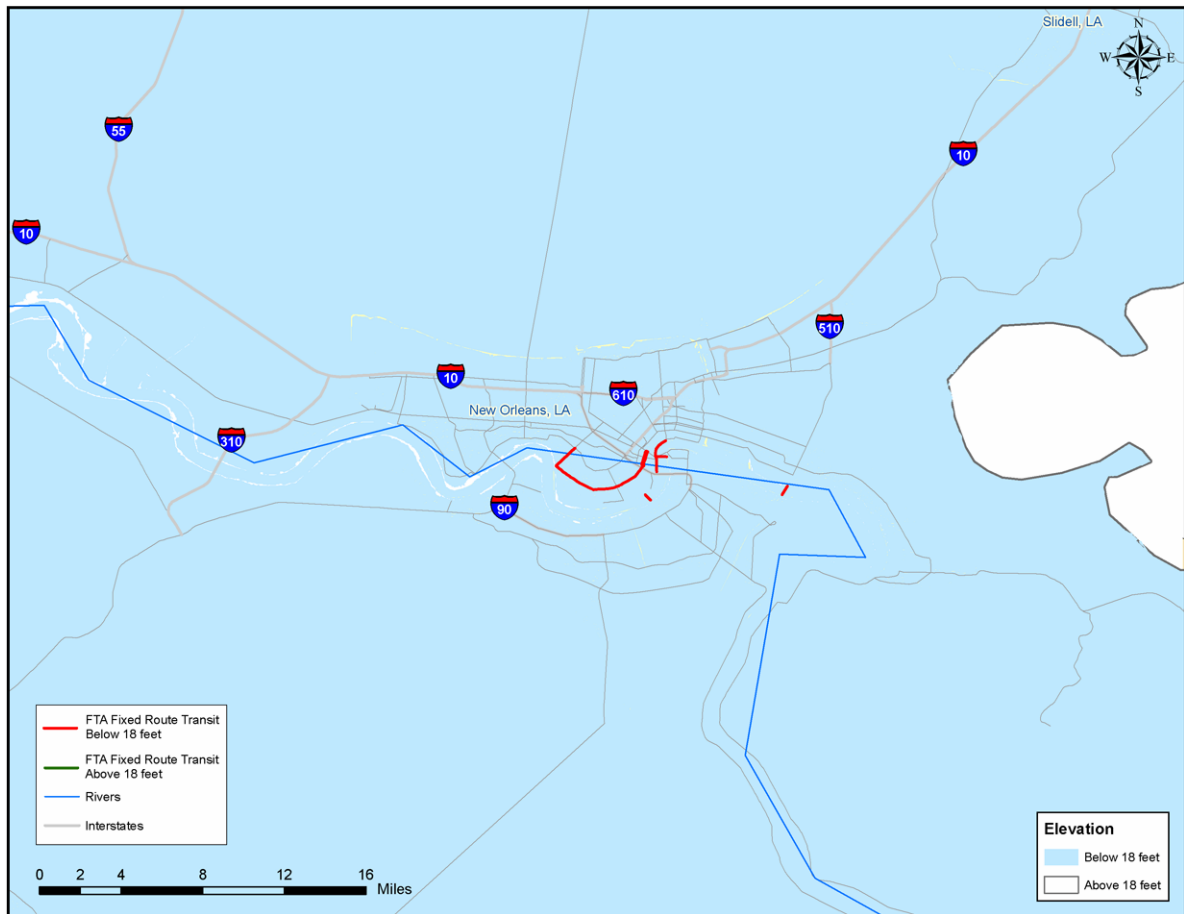


Figure 4.11 Fixed transit guideways at risk from storm surge at elevations currently below 5.5 meters (18 feet), Houston and Galveston. (Source: Cambridge Systematics analysis of U.S. DOT data)

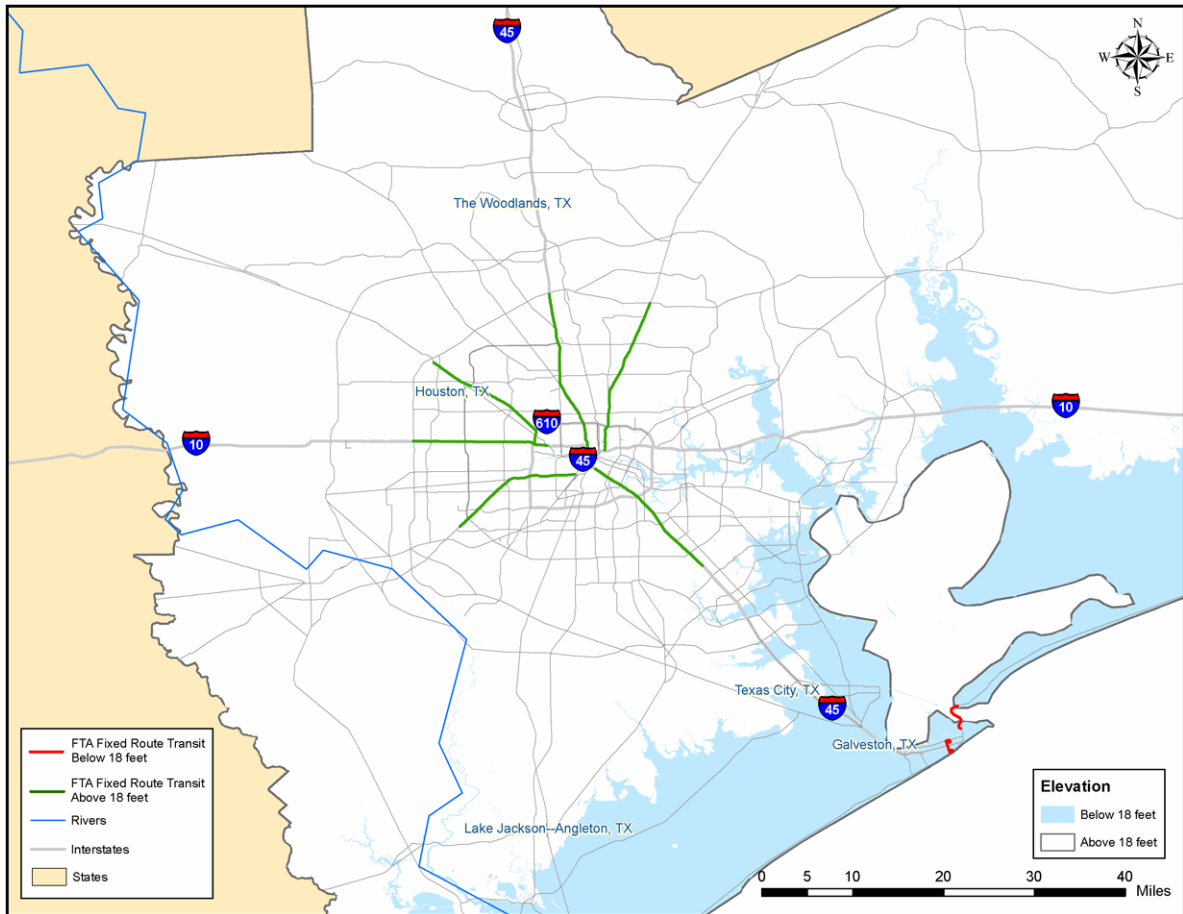


Figure 4.12 Fixed bus routes at risk from storm surge at elevations currently below 5.5 meters (18 feet), New Orleans. (Source: Cambridge Systematics analysis of U.S. DOT data)

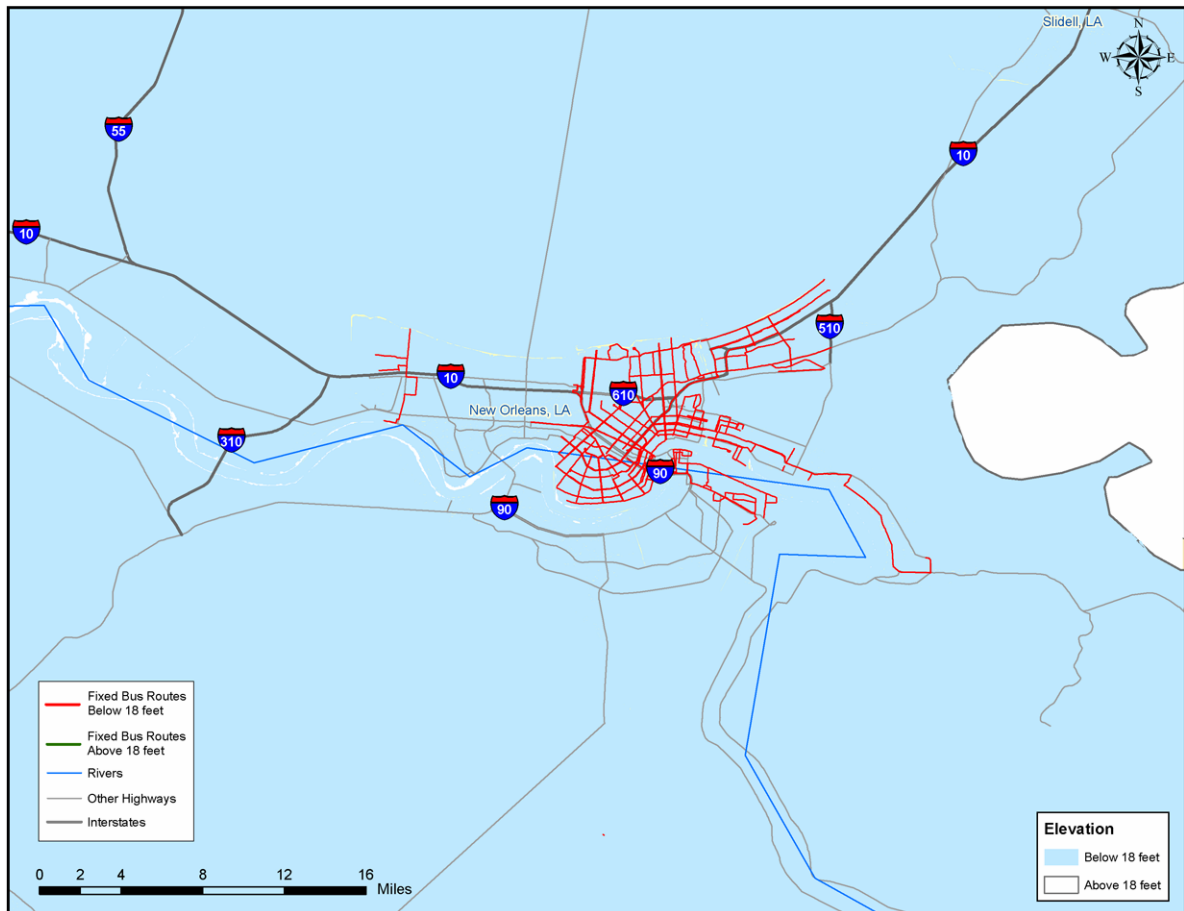


Figure 4.13 Fixed bus routes at risk from storm surge at elevations currently below 5.5 meters (18 feet), Houston and Galveston. (Source: Cambridge Systematics analysis of U.S. DOT data)

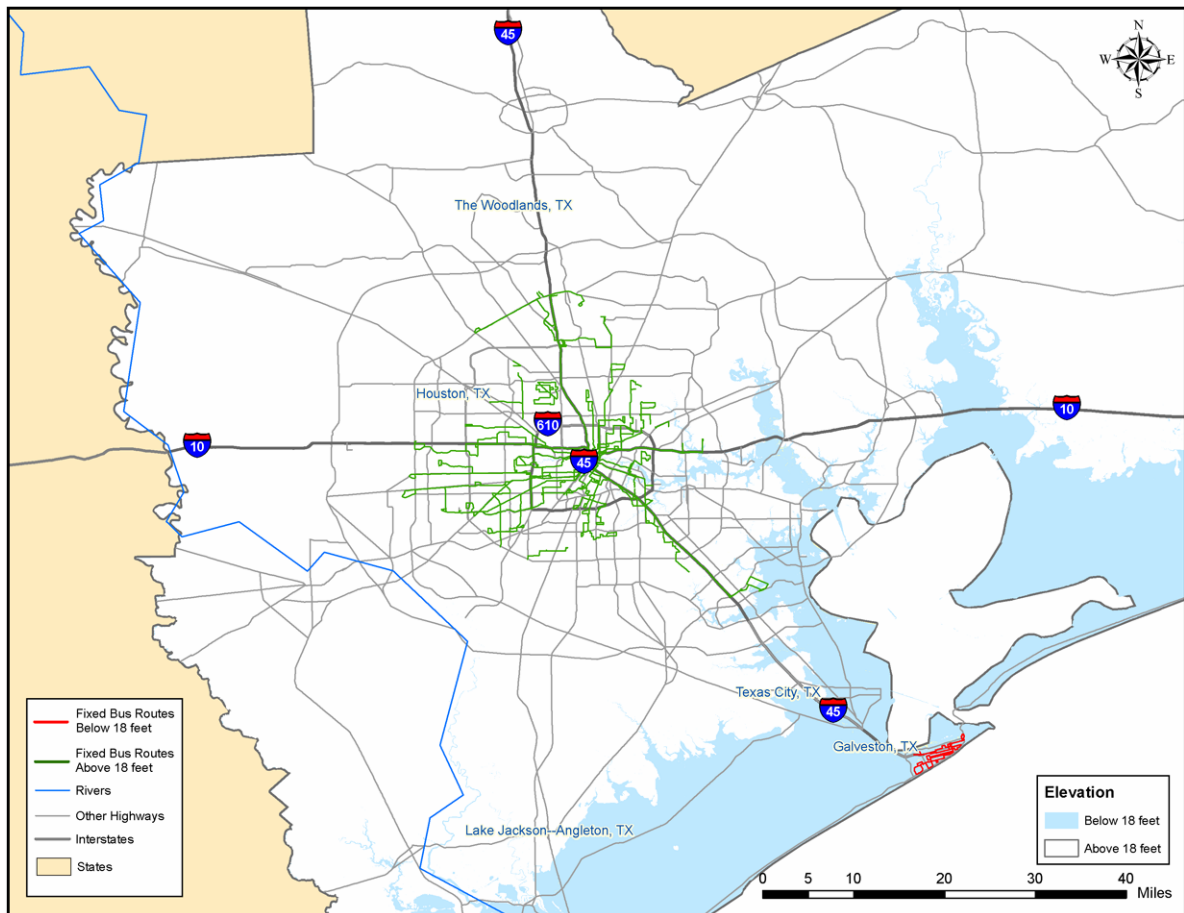


Figure 4.14 Rail lines at risk due to relative sea level rise of 61 and 122 cm (two and four feet). Of the 2,934 miles of rail lines in the region, 146 miles, or five percent, are at risk from a relative sea level rise of two feet or less (yellow lines) and an additional 121 miles for a total of nine percent are at risk from an increase of two to four feet (green lines). (Source: Cambridge Systematics analysis of U.S. DOT data)

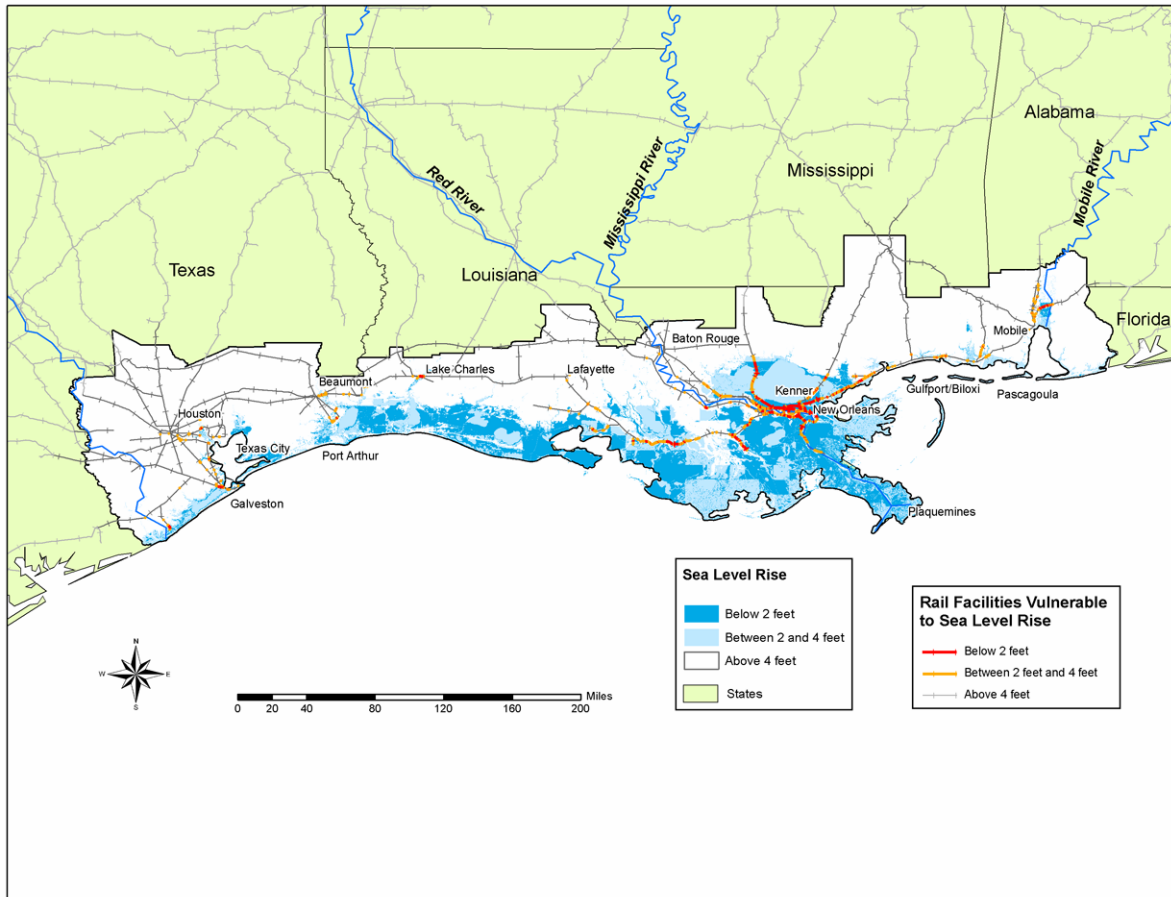


Figure 4.15 Freight railroad-owned and served facilities at risk due to relative sea level rise of 61 and 122 cm (two and four feet). Of the 94 facilities in the region, 11 are at risk from two-foot increase in relative sea level (red circles) and an additional eight facilities are at risk from a four-foot increase (purple circles). (Source: Cambridge Systematics analysis of U.S. DOT data)

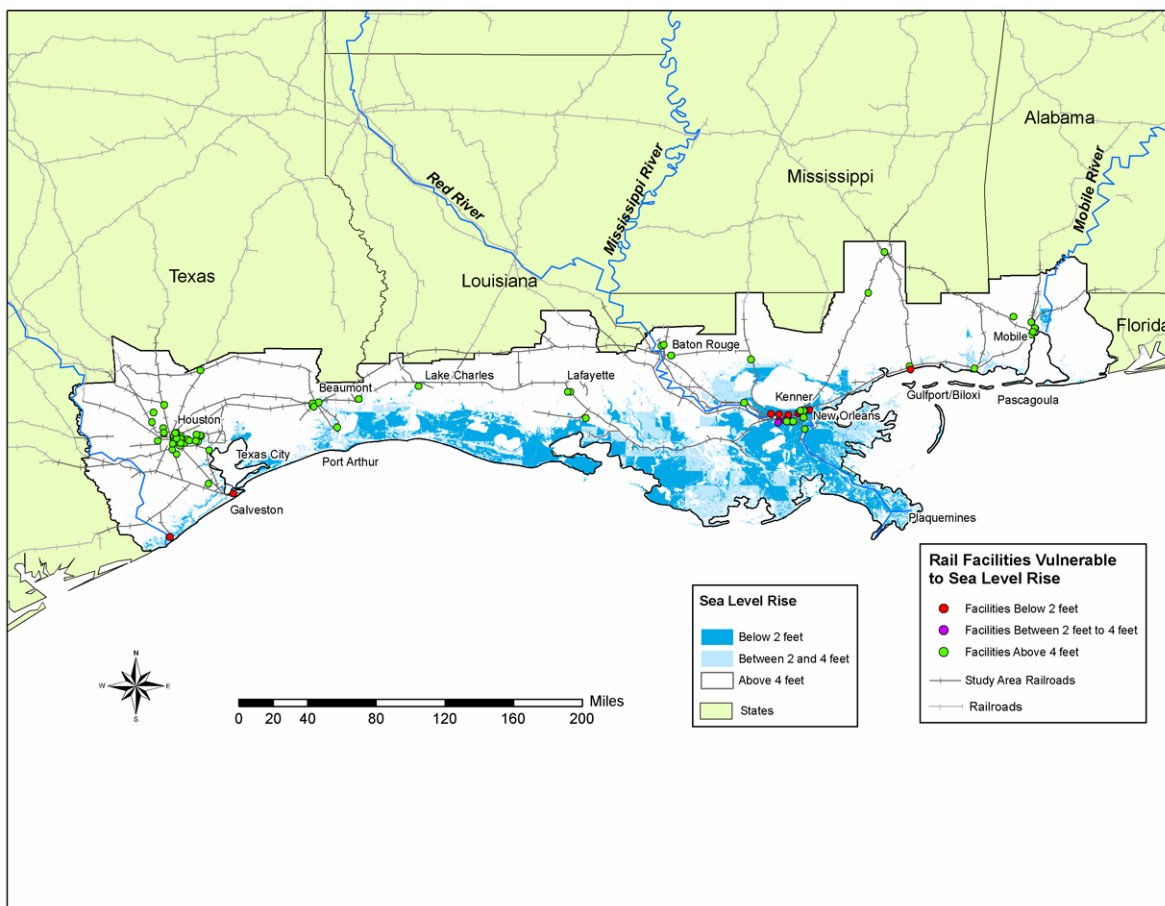


Figure 4.16 Rail lines at risk due to storm surge of 5.5 and 7.0 meters (18 and 23 feet). Of the 2,934 miles of rail lines in the region, 966 miles are potentially at risk from a storm surge of 18 feet (yellow lines) and an additional 224 miles are potentially at risk from a storm surge of 23 feet (green lines). (Source: Cambridge Systematics analysis of U.S. DOT data)

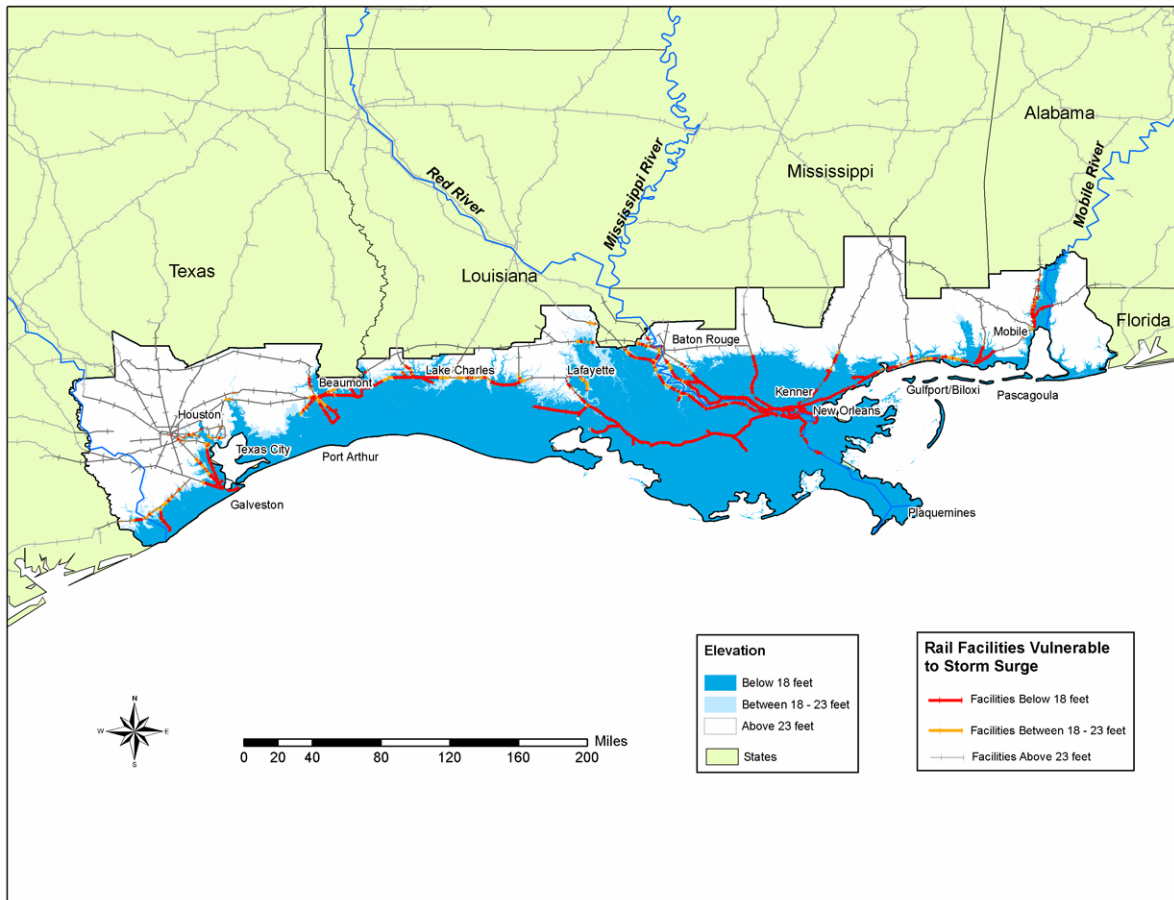


Figure 4.17 Freight railroad-owned and served facilities at risk due to storm surge of 5.5 and 7.0 meters (18 and 23 feet). Of the 94 facilities in the region, 40 are at risk from a storm surge of 18 feet or less (red circles) and an additional 11 facilities are at risk from storm surge of 18 to 23 feet (purple circles). (Source: Cambridge Systematics analysis of U.S. DOT data)

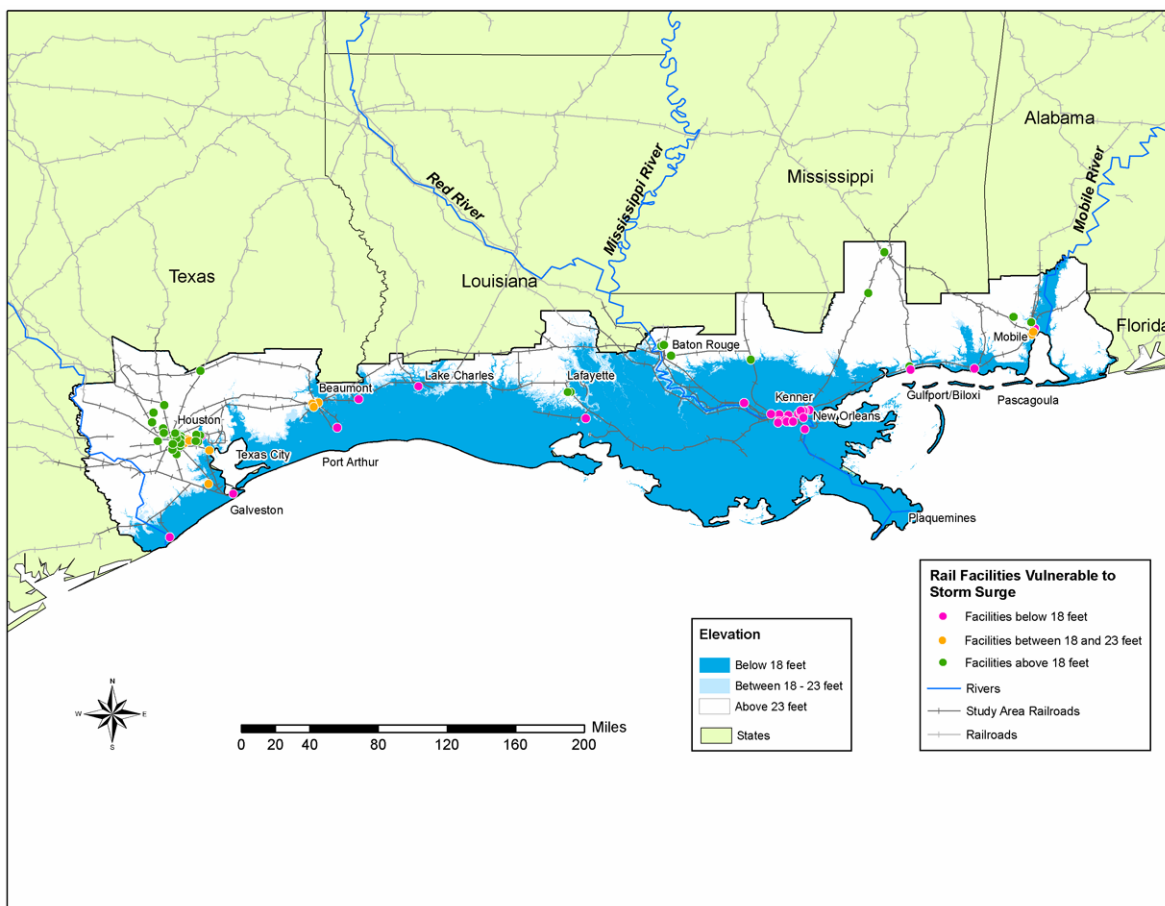


Figure 4.18 Amtrak facilities at risk due to storm surge of 5.5 and 7.0 meters (18 and 23 feet). Of the 21 Amtrak facilities in the region, 9 are at risk from a storm surge of 18 feet or less (pink circles) and an additional 3 facilities are at risk from storm surge of 18 to 23 feet (blue circles). (Source: Cambridge Systematics analysis of U.S. DOT data)

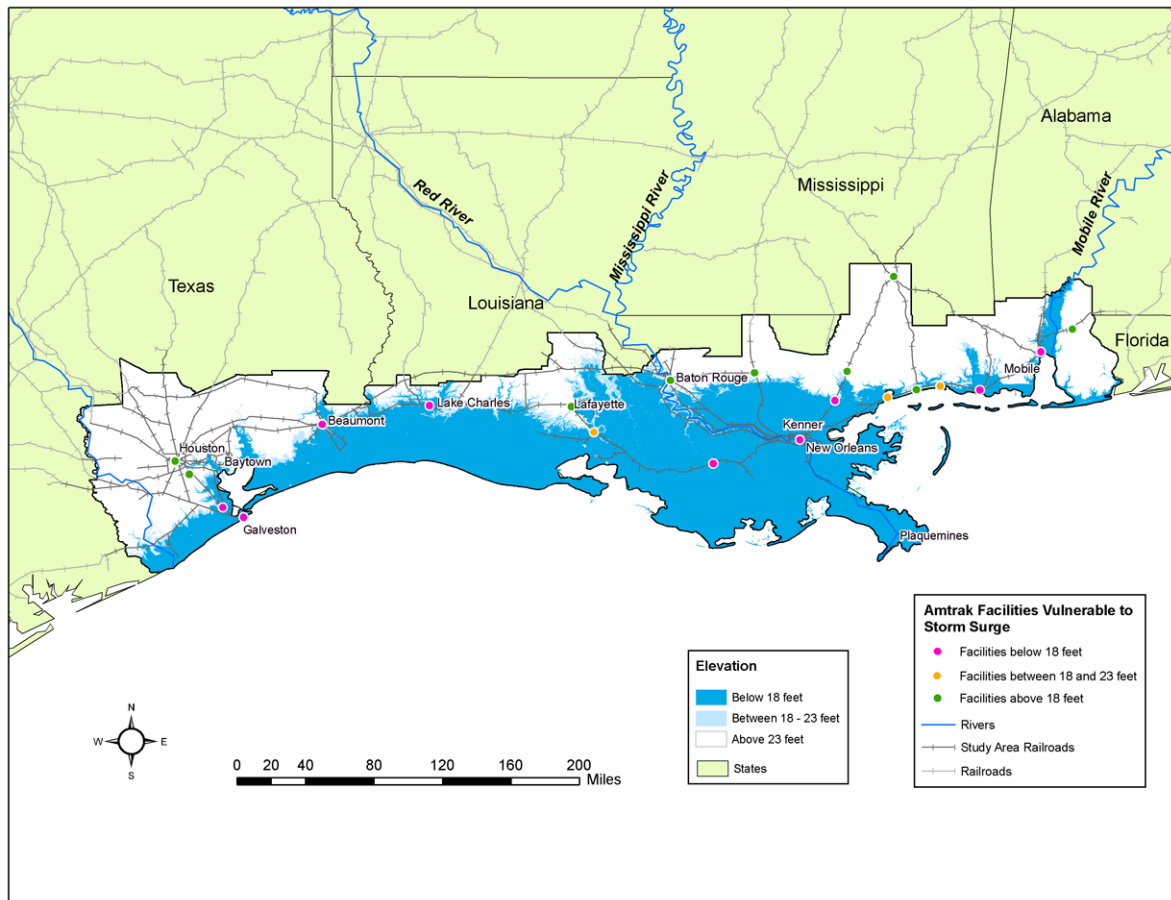


Figure 4.19 Freight handling ports facilities at risk from relative sea level rise of 61 and 122 cm (two and four feet). (Source: Cambridge Systematics analysis of U.S. Army Corps of Engineers data)

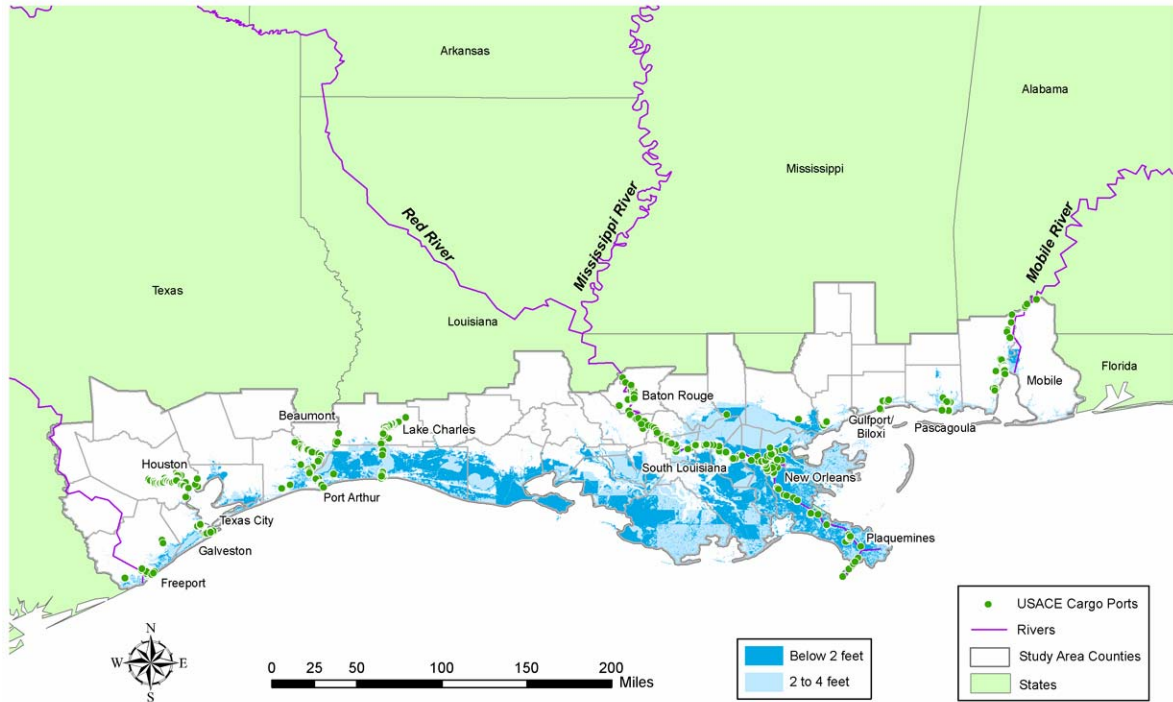


Figure 4.20 Freight handling ports facilities at risk from storm surge of 5.5 and 7.0 meters (18 and 23 feet). (Source: Cambridge Systematics analysis of U.S. Army Corps of Engineers data)

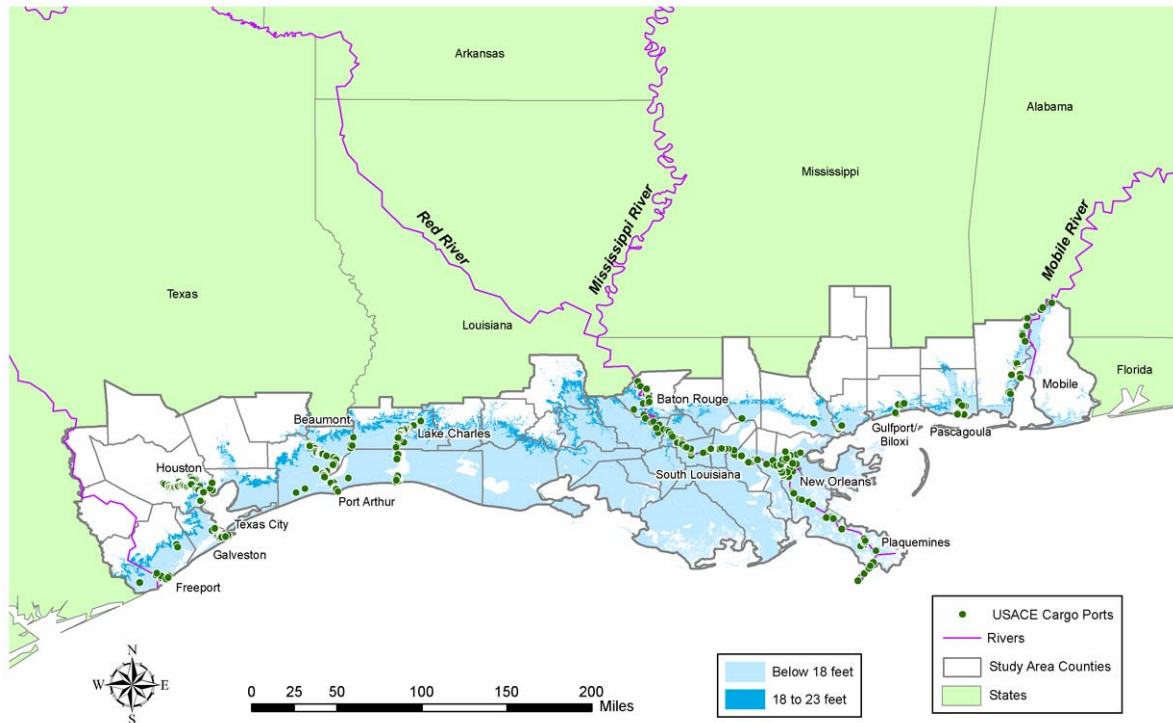


Figure 4.21 B757-200 takeoff runway requirements for design purposes.
 (Source: The Boeing Company, 2002)

NOTES:

- * RB711-535C ENGINES
- * NO ENGINE AIRBLEED FOR AIR CONDITIONING
- * ZERO WIND, ZERO RUNWAY GRADIENT
- * CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN
- * LINEAR INTERPOLATION BETWEEN ALTITUDES INVALID
- * LINEAR INTERPOLATION BETWEEN TEMPERATURES INVALID
- * NOMINAL PERFORMANCE

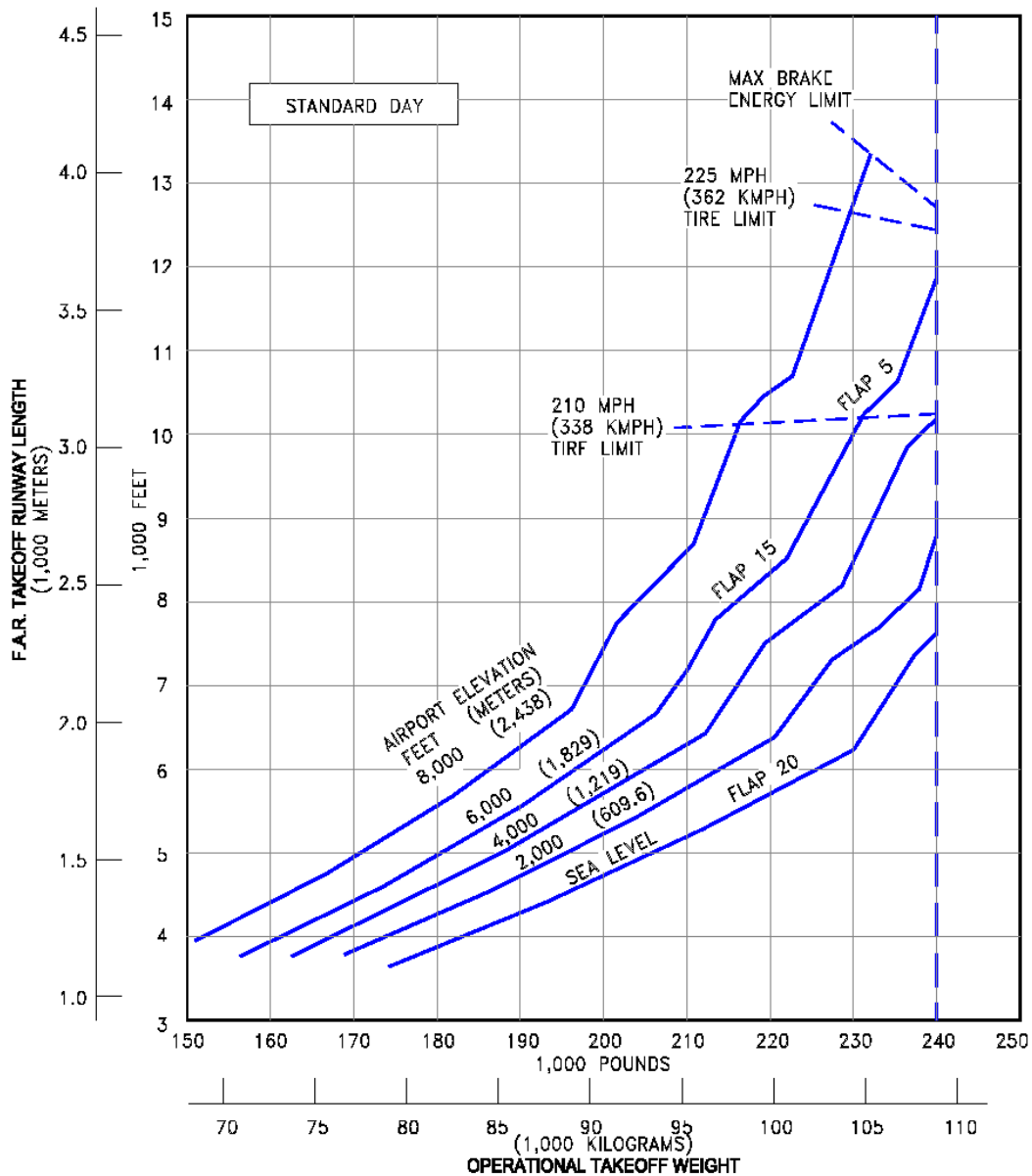


Figure 4.22 Gulf Coast study area airports at risk from storm surge. (Source: Cambridge Systematics analysis of U.S. DOT and USGS data)

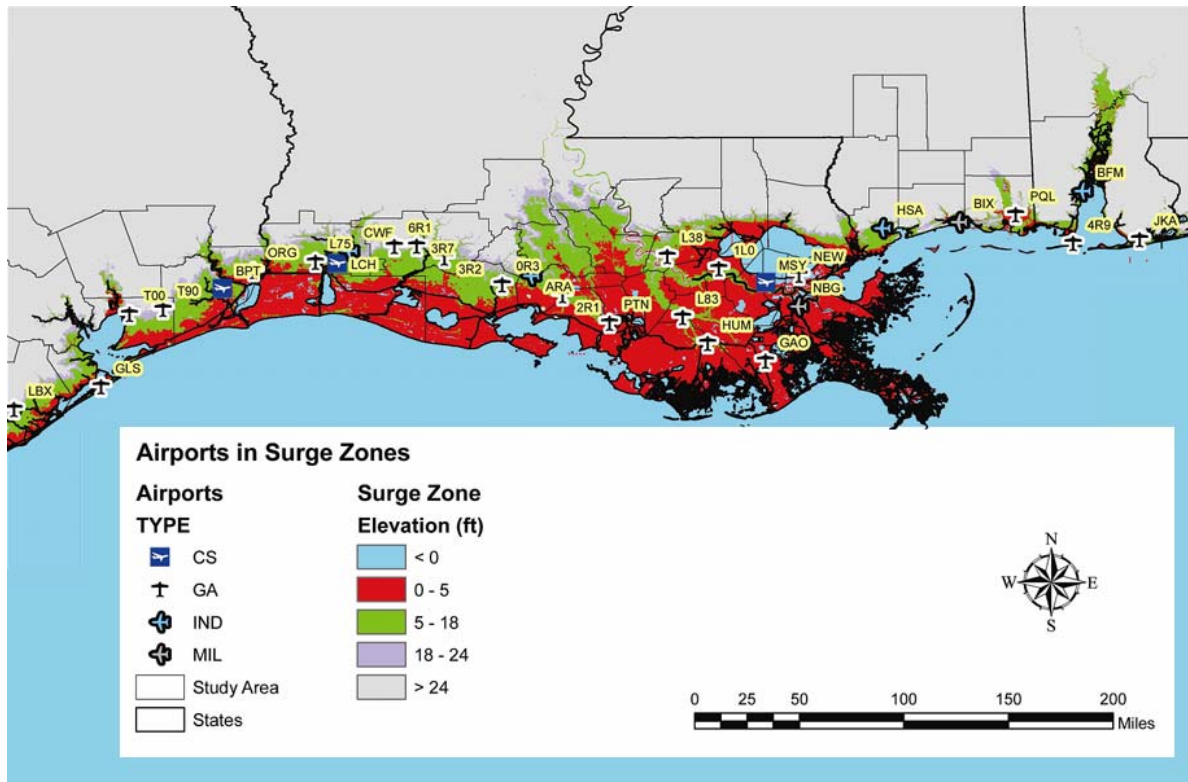


Figure 4.23 Landside pipelines having at least one GIS link located in an area of elevation zero to 91 cm (three feet) above sea level in the study area. (Source: Texas Transportation Institute)

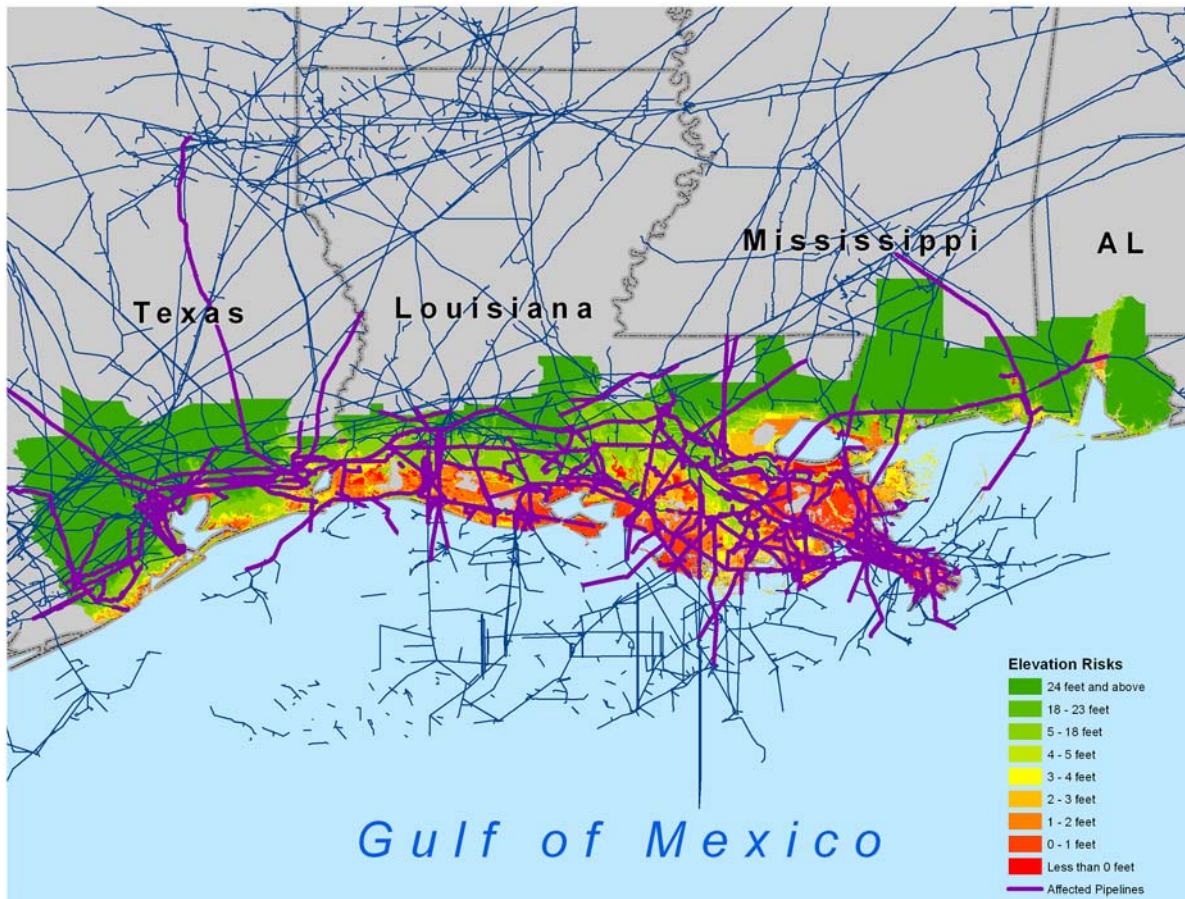


Figure 4.24 Potential evacuation route highways vulnerable from storm surge of 5.5 meters (18 feet). (Source: Cambridge Systematics analysis of U.S. DOT data)

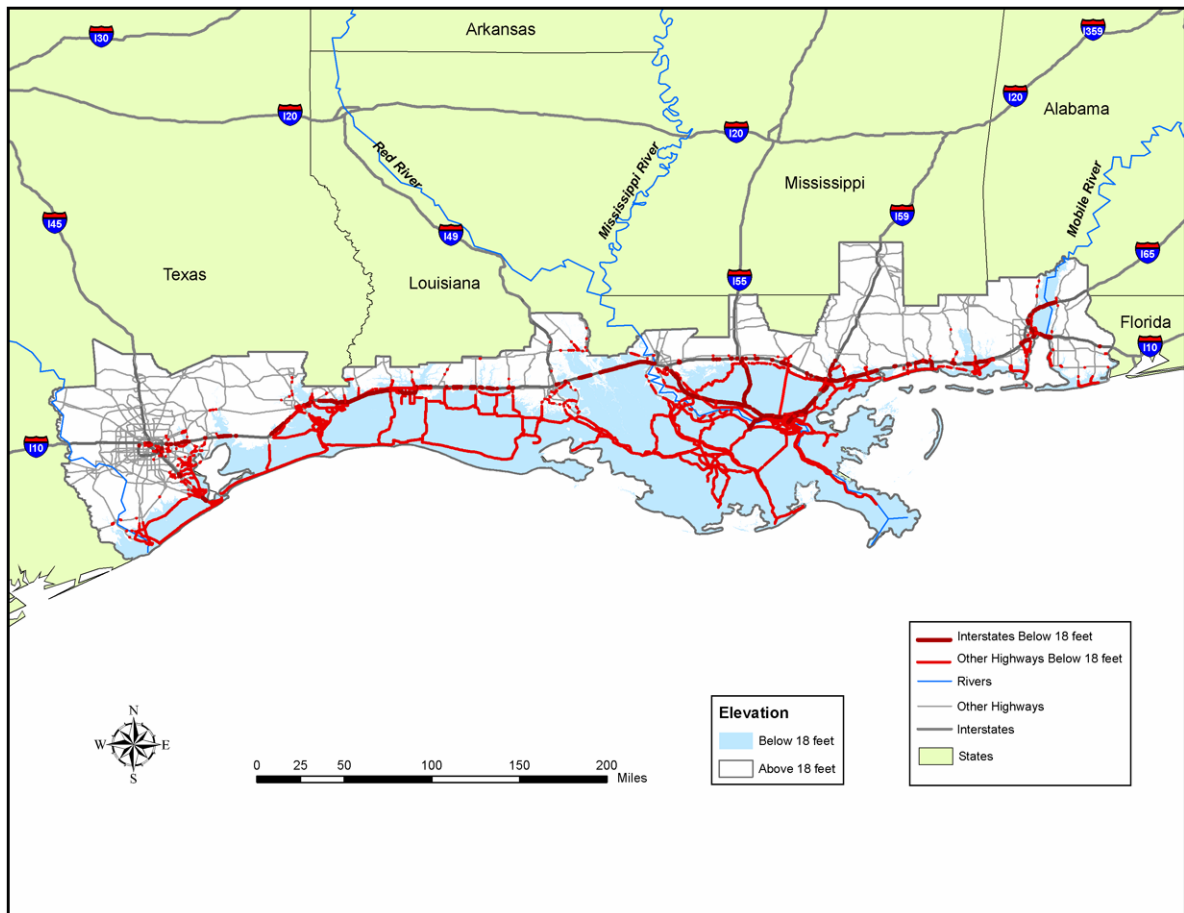


Figure 4.25 Risks to Amtrak Facilities due to relative sea level rise and storm surge. (Source: Cambridge Systematics analysis of U.S. DOT data)

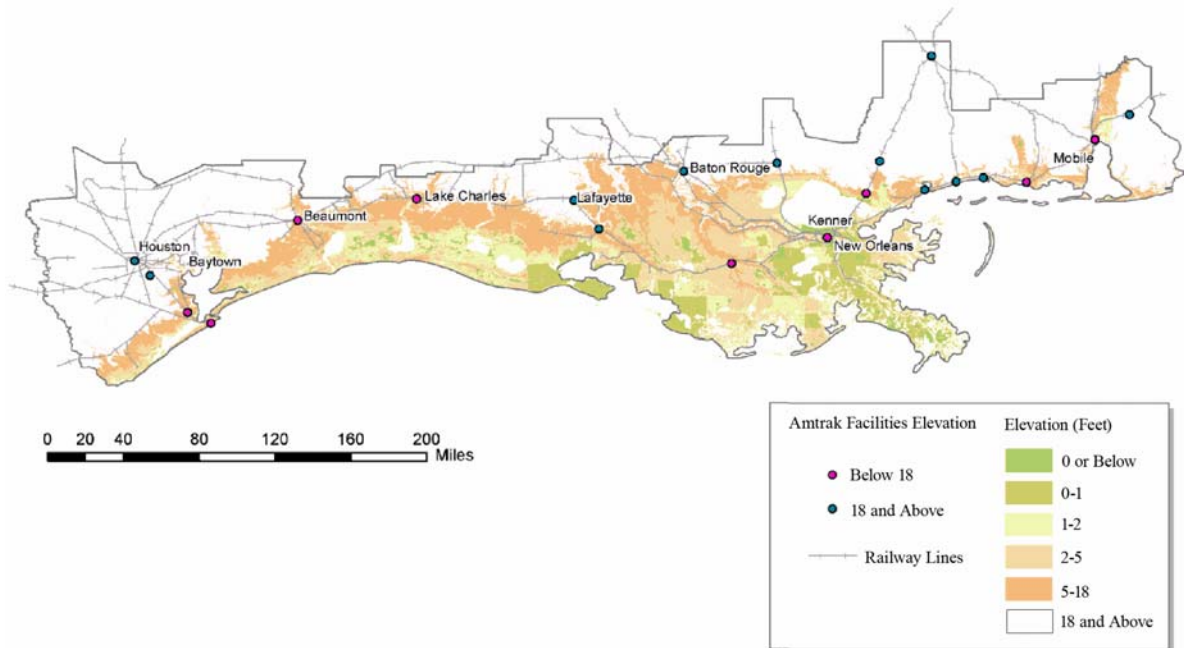


Figure 4.27 Airports affected by Hurricane Katrina winds. (Source: USGS)

