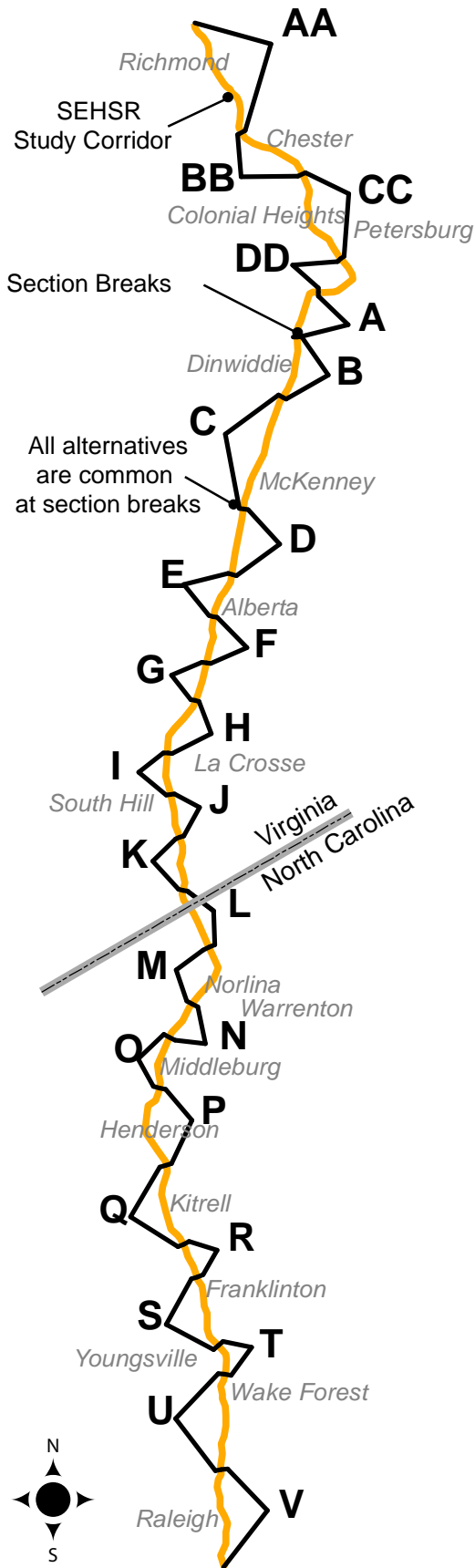


WELCOME TO THE SOUTHEAST HIGH SPEED RAIL PUBLIC HEARINGS

Richmond, VA, to Raleigh, NC

Tier II Draft Environmental Impact Statement, July 2010



STEP 1

Review the hearing maps:

- 26 sections (e.g., J, K, L)
- Up to three different alternatives per section
- All alternatives are common at section breaks



STEP 2

Where do you live?

- Find your section - ask for assistance if you need help



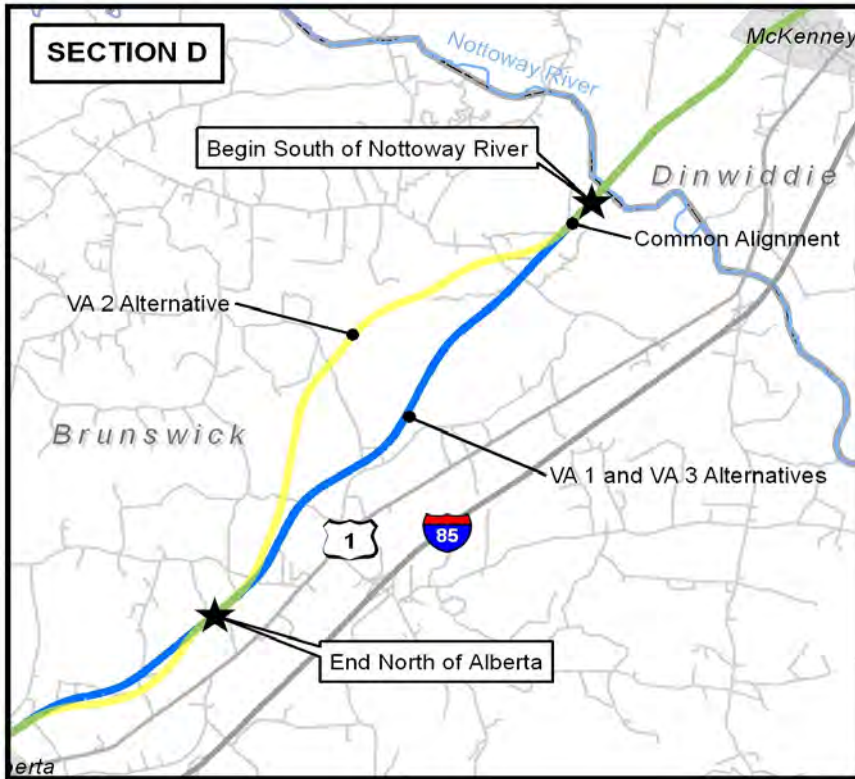
STEP 3

Tell us what you think:

- Fill out a comment card
- Visit the project website - www.sehsr.org



Section D- Comparison of Alternatives

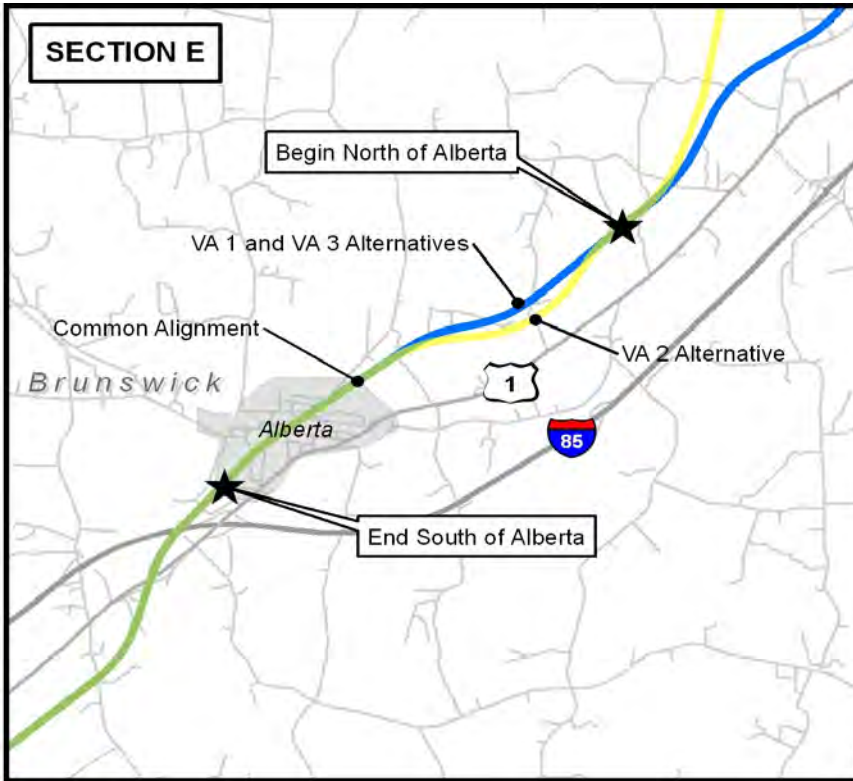


In Section D Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section D- Alternatives VA1, VA3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION D			Topic	SECTION D			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	1	0	1	Mainline Track Length (miles)	6.07	6.41	6.07	
Number of Stream Crossings	14	12	14	Limiting Speed**	110	110	110	
Impacts to Streams (linear feet)	2,050	2,575	2,050	Operability/Constructability***	neutral	neutral	neutral	
Impacts to Wetlands (acres)	0.99	7.37	0.99	Roadwork (miles)	1.6	1.5	1.6	
FEMA Floodplain Crossings	0	4	0					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	80.45	54.45	80.45					
Forested uplands (acres)	90.99	92.24	90.99	Rail and Road Construction Cost (millions \$)	\$67.20	\$53.40	\$67.20	
Hazardous Materials Sites	0	1	0	Utility Relocation Cost (millions \$)	\$1.28	\$0.66	\$1.28	
Residential Relocations	3	2	3	Right-of-Way Cost (millions \$)	\$1.82	\$1.00	\$1.82	
Business Relocations	2	0	2	TOTAL COSTS (millions \$)	\$70.30	\$55.06	\$70.30	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	2	3	2					
Noise (Severely Impacted Receptors)	2	1	2					
Vibration (Impacted Structures)	3	1	3					
Section 4(f) Uses- Historic *	1	0	1					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	1	0					
Section 4(f) De Minimis- Parks *	0	0	0					
Section 106 Adverse Effects *	1	0	1					

Section E- Comparison of Alternatives



In Section E Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section E- Alternatives VA1, VA3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION E			Topic	SECTION E			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	4.21	4.29	4.21	
Number of Stream Crossings	6	6	6	Limiting Speed**	110	110	110	
Impacts to Streams (linear feet)	1,025	1,294	1,025	Operability/Constructability***	positive	neutral	positive	
Impacts to Wetlands (acres)	0.28	2.41	0.28	Roadwork (miles)	1.8	1.8	1.8	
FEMA Floodplain Crossings	1	2	1					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	58.90	60.71	58.90					
Forested uplands (acres)	52.02	57.07	52.02	Rail and Road Construction Cost (millions \$)	\$60.30	\$59.50	\$60.30	
Hazardous Materials Sites	0	0	0	Utility Relocation Cost (millions \$)	\$0.77	\$0.77	\$0.77	
Residential Relocations	2	9	2	Right-of-Way Cost (millions \$)	\$1.53	\$1.39	\$1.53	
Business Relocations	7	0	7	TOTAL COSTS (millions \$)	\$62.60	\$61.66	\$62.60	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	23	22	23					
Noise (Severely Impacted Receptors)	6	6	6					
Vibration (Impacted Structures)	9	11	9					
Section 4(f) Uses- Historic *	0	0	0					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	0	0					
Section 4(f) De Minimis- Parks *	1	1	1					
Section 106 Adverse Effects *	0	0	0					

Section F- Comparison of Alternatives

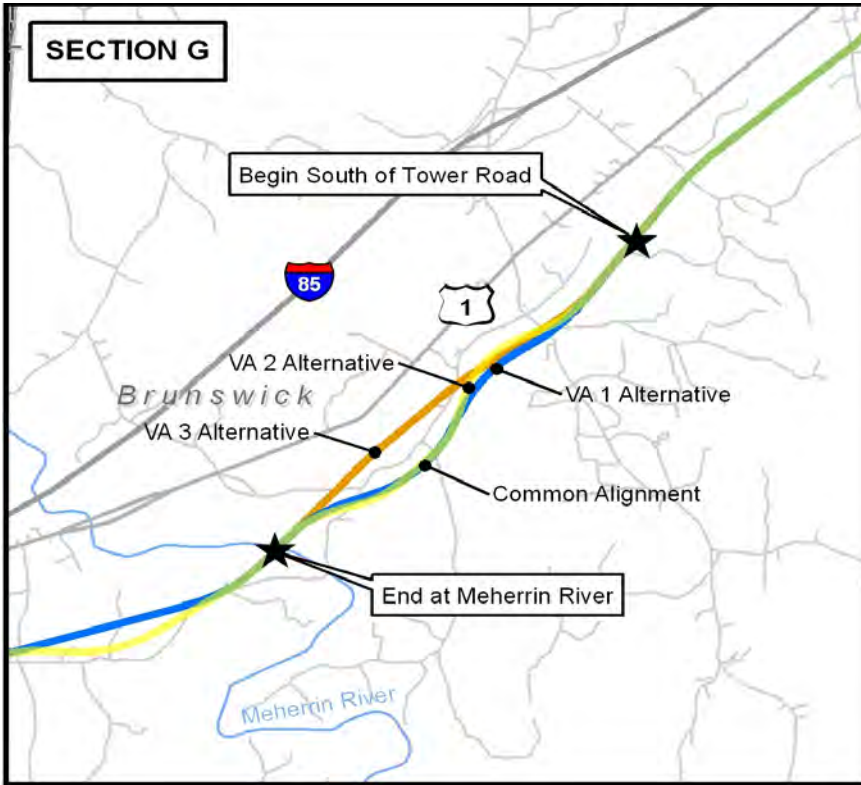


In Section F all alternatives are the same.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section F- All Alternatives on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION F			Topic	SECTION F		
	VA1	VA2	VA3		VA1	VA2	VA3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	4.28	4.28	4.28
Number of Stream Crossings	6	6	6	Limiting Speed**	110	110	110
Impacts to Streams (linear feet)	1,185	1,185	1,185	Operability/Constructability***	neutral	neutral	neutral
Impacts to Wetlands (acres)	0.60	0.60	0.60	Roadwork (miles)	1.6	1.6	1.6
FEMA Floodplain Crossings	2	2	2				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	21.65	21.65	21.65				
Forested uplands (acres)	67.01	67.01	67.01	Rail and Road Construction Cost (millions \$)	\$47.10	\$47.10	\$47.10
Hazardous Materials Sites	0	0	0	Utility Relocation Cost (millions \$)	\$0.41	\$0.41	\$0.41
Residential Relocations	0	0	0	Right-of-Way Cost (millions \$)	\$0.27	\$0.27	\$0.27
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$47.78	\$47.78	\$47.78
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>			
Noise (Impacted Receptors)	6	6	6				
Noise (Severely Impacted Receptors)	0	0	0				
Vibration (Impacted Structures)	0	0	0				
Section 4(f) Uses- Historic *	0	0	0				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	0	0	0				
Section 4(f) De Minimis- Parks *	0	0	0				
Section 106 Adverse Effects *	0	0	0				

Section G- Comparison of Alternatives

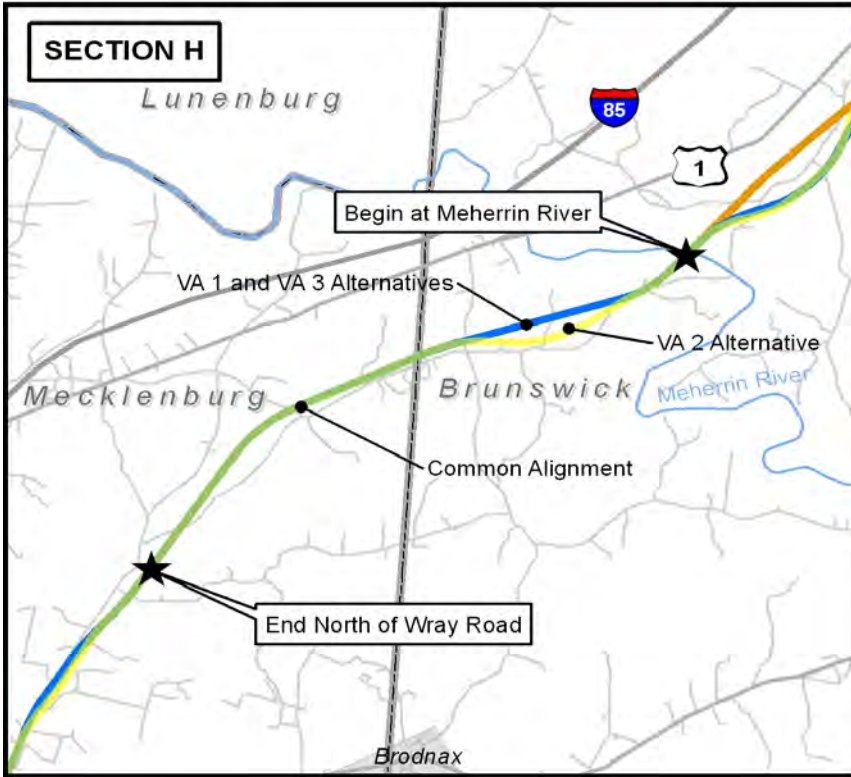


In Section G the three alternatives are different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section G- Alternatives VA1, VA2, VA3 on Different Alignments								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION G			Topic	SECTION G			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	3.61	3.66	3.55	
Number of Stream Crossings	7	7	6	Limiting Speed**	110	90	110	
Impacts to Streams (linear feet)	654	914	500	Operability/Constructability***	neutral	negative	positive	
Impacts to Wetlands (acres)	0.21	0.49	0.21	Roadwork (miles)	0.7	0.3	0.6	
FEMA Floodplain Crossings	1	1	1					
Federal/State Designated Rivers (crossings)	1	1	1					
Impacts to Prime and Other Important Farmland (acres)	25.02	24.96	28.98					
Forested uplands (acres)	45.54	44.59	43.58	Rail and Road Construction Cost (millions \$)	\$35.90	\$29.00	\$36.20	
Hazardous Materials Sites	0	0	0	Utility Relocation Cost (millions \$)	\$0.19	\$0.16	\$0.19	
Residential Relocations	0	0	2	Right-of-Way Cost (millions \$)	\$0.37	\$0.31	\$0.53	
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$36.46	\$29.47	\$36.92	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	0	1	2					
Noise (Severely Impacted Receptors)	0	0	0					
Vibration (Impacted Structures)	1	0	1					
Section 4(f) Uses- Historic *	1	0	1					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	1	0					
Section 4(f) De Minimis- Parks *	0	0	0					
Section 106 Adverse Effects *	1	0	1					

Section H- Comparison of Alternatives

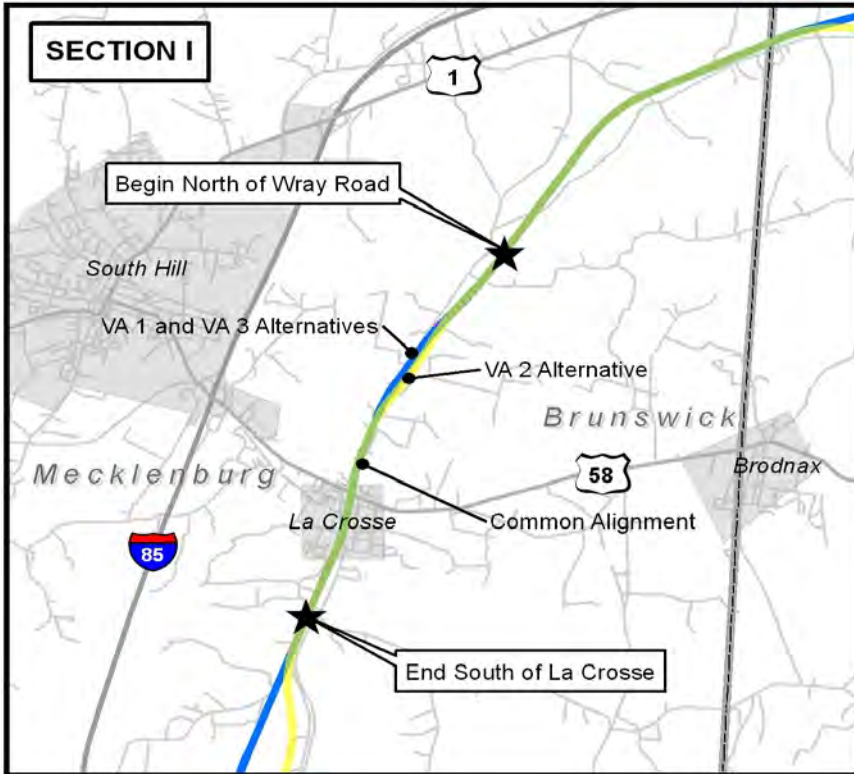


In Section H Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section H- Alternatives VA1, VA3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION H			Topic	SECTION H			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	5.53	5.58	5.53	
Number of Stream Crossings	6	7	6	Limiting Speed**	110	110	110	
Impacts to Streams (linear feet)	2,005	2,023	2,005	Operability/Constructability***	positive	neutral	positive	
Impacts to Wetlands (acres)	0.25	0.25	0.25	Roadwork (miles)	4.7	4.1	4.7	
FEMA Floodplain Crossings	0	0	0					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	79.87	80.20	79.87					
Forested uplands (acres)	110.67	101.45	110.67	Rail and Road Construction Cost (millions \$)	\$78.80	\$74.50	\$78.80	
Hazardous Materials Sites	0	0	0	Utility Relocation Cost (millions \$)	\$0.73	\$0.71	\$0.73	
Residential Relocations	1	1	1	Right-of-Way Cost (millions \$)	\$1.14	\$1.11	\$1.14	
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$80.67	\$76.32	\$80.67	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	18	24	18					
Noise (Severely Impacted Receptors)	2	2	2					
Vibration (Impacted Structures)	5	7	5					
Section 4(f) Uses- Historic *	0	0	0					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	0	0					
Section 4(f) De Minimis- Parks *	0	0	0					
Section 106 Adverse Effects *	0	0	0					

Section I- Comparison of Alternatives

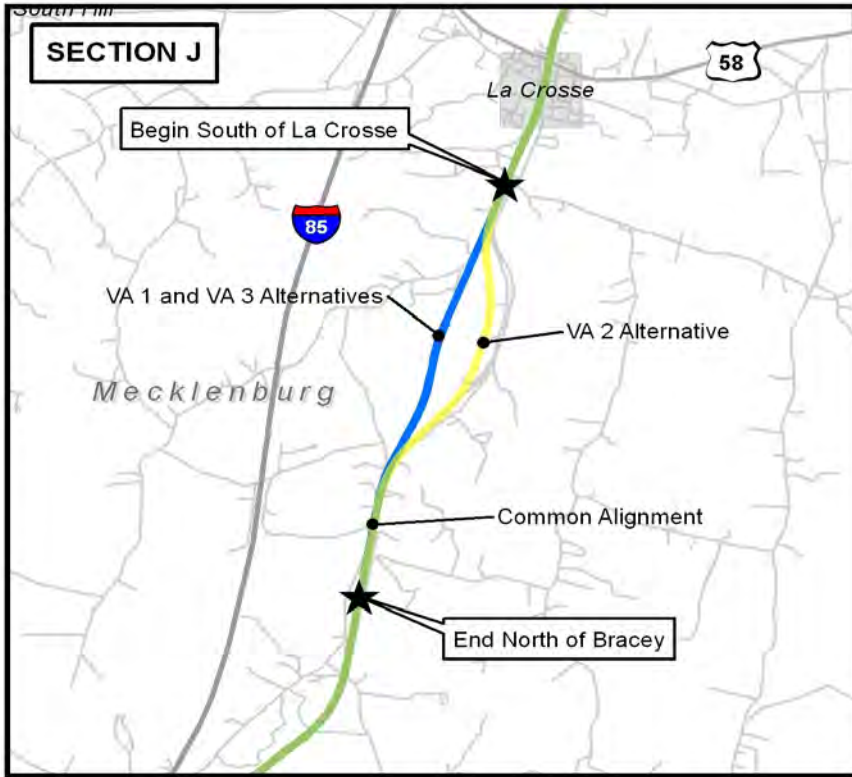


In Section I Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section I- Alternatives VA1, VA3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION I			Topic	SECTION I			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	3.77	3.77	3.77	
Number of Stream Crossings	0	0	0	Limiting Speed**	110	110	110	
Impacts to Streams (linear feet)	6	6	6	Operability/Constructability***	neutral	neutral	neutral	
Impacts to Wetlands (acres)	0.00	0.00	0.00	Roadwork (miles)	2.6	3.8	2.6	
FEMA Floodplain Crossings	0	0	0					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	57.54	65.95	57.54					
Forested uplands (acres)	35.51	40.08	35.51	Rail and Road Construction Cost (millions \$)	\$36.40	\$46.60	\$36.40	
Hazardous Materials Sites	2	2	2	Utility Relocation Cost (millions \$)	\$0.99	\$0.92	\$0.99	
Residential Relocations	14	8	14	Right-of-Way Cost (millions \$)	\$1.93	\$2.25	\$1.93	
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$39.32	\$49.77	\$39.32	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	50	50	50					
Noise (Severely Impacted Receptors)	5	5	5					
Vibration (Impacted Structures)	24	21	24					
Section 4(f) Uses- Historic *	1	1	1					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	0	0					
Section 4(f) De Minimis- Parks *	2	2	2					
Section 106 Adverse Effects *	1	1	1					

Section J- Comparison of Alternatives

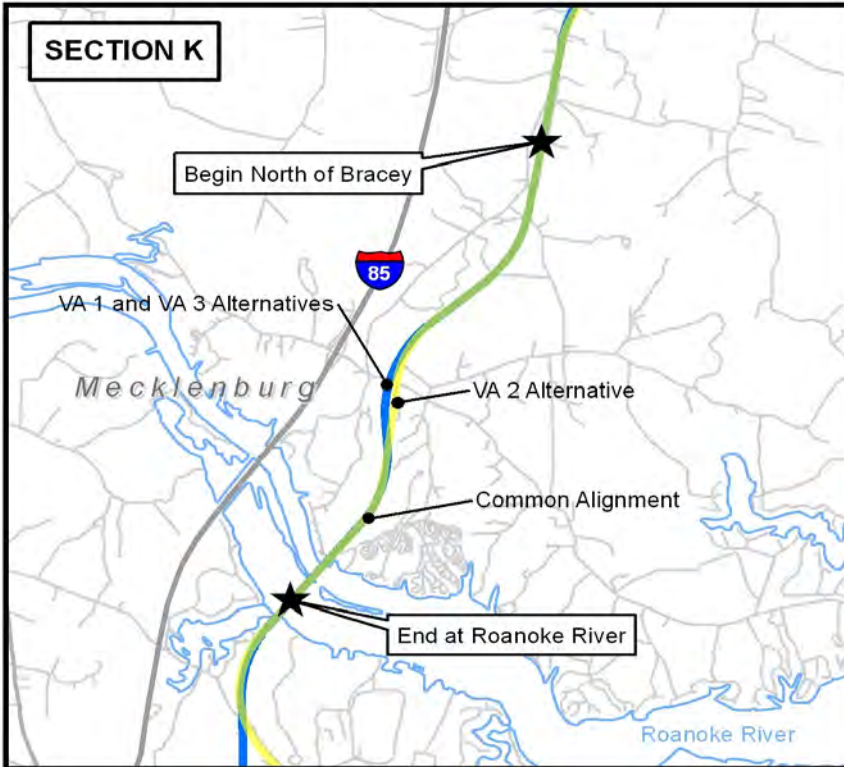


In Section J Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section J- Alternatives VA1, VA3 on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION J			Topic	SECTION J		
	VA1	VA2	VA3		VA1	VA2	VA3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	3.99	4.10	3.99
Number of Stream Crossings	5	3	5	Limiting Speed**	110	110	110
Impacts to Streams (linear feet)	2,061	698	2,061	Operability/Constructability***	positive	neutral	positive
Impacts to Wetlands (acres)	0.00	0.10	0.00	Roadwork (miles)	2.5	2.7	2.5
FEMA Floodplain Crossings	0	0	0				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	80.43	71.69	80.43				
Forested uplands (acres)	64.27	61.63	64.27	Rail and Road Construction Cost (millions \$)	\$42.10	\$40.60	\$42.10
Hazardous Materials Sites	1	0	1	Utility Relocation Cost (millions \$)	\$0.41	\$1.00	\$0.41
Residential Relocations	6	5	6	Right-of-Way Cost (millions \$)	\$1.16	\$1.42	\$1.16
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$43.67	\$43.02	\$43.67
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>			
Noise (Impacted Receptors)	11	21	11				
Noise (Severely Impacted Receptors)	1	1	1				
Vibration (Impacted Structures)	5	5	5				
Section 4(f) Uses- Historic *	1	0	1				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	0	0	0				
Section 4(f) De Minimis- Parks *	0	0	0				
Section 106 Adverse Effects *	1	0	1				

Section K- Comparison of Alternatives

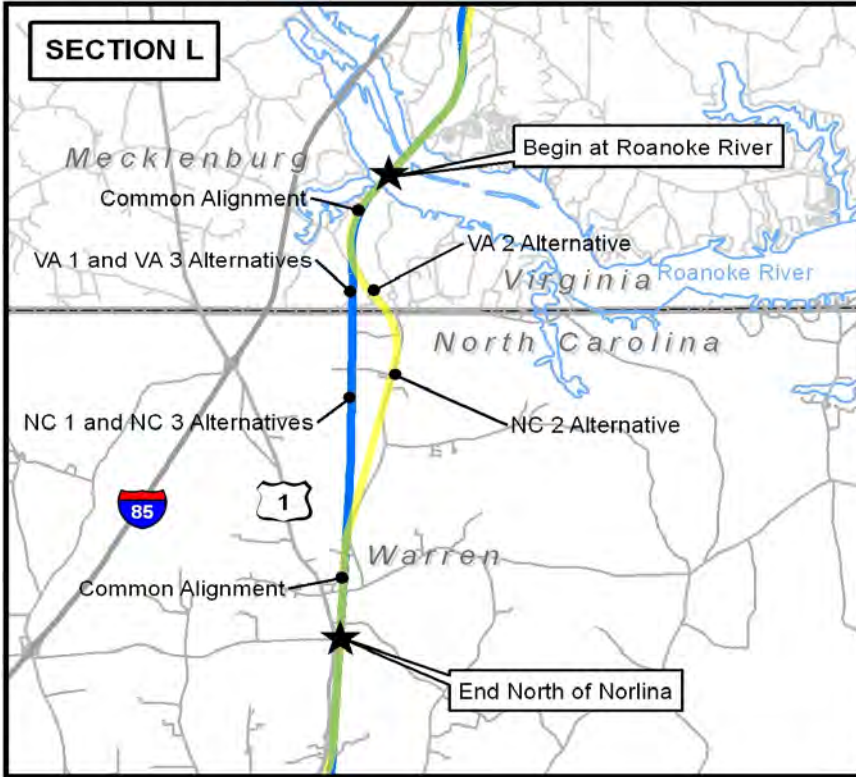


In Section K the three alternatives are the same except in one location. In the location with different alignments, VA1 and VA3 are the same; Alternative VA2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section K- Alternatives VA1, VA3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION K			Topic	SECTION K			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	4.96	4.94	4.96	
Number of Stream Crossings	10	10	10	Limiting Speed**	110	100	110	
Impacts to Streams (linear feet)	1,927	2,447	1,927	Operability/Constructability***	neutral	negative	neutral	
Impacts to Wetlands (acres)	0.46	0.47	0.46	Roadwork (miles)	0.2	0	0.2	
FEMA Floodplain Crossings	0	0	0					
Federal/State Designated Rivers (crossings)	1	1	1					
Impacts to Prime and Other Important Farmland (acres)	36.55	41.40	36.55					
Forested uplands (acres)	79.22	79.94	79.22	Rail and Road Construction Cost (millions \$)	\$82.80	\$77.00	\$82.80	
Hazardous Materials Sites	0	0	0	Utility Relocation Cost (millions \$)	\$0.40	\$0.40	\$0.40	
Residential Relocations	0	1	0	Right-of-Way Cost (millions \$)	\$1.57	\$0.90	\$1.57	
Business Relocations	5	2	5	TOTAL COSTS (millions \$)	\$84.77	\$78.30	\$84.77	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	9	8	9					
Noise (Severely Impacted Receptors)	0	0	0					
Vibration (Impacted Structures)	1	2	1					
Section 4(f) Uses- Historic *	0	1	0					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	0	0					
Section 4(f) De Minimis- Parks *	0	0	0					
Section 106 Adverse Effects *	0	1	0					

Section L- Comparison of Alternatives



Section L includes areas in both Virginia and North Carolina. Alternatives VA1/NC1 and VA3/NC3 are the same; VA2/NC2 is different.

The table below compares impacts to the human and natural environment for the alternatives in this section. It also provides information on the costs and constructability of the alternatives.

Section L- Includes Areas in Virginia and North Carolina Alternatives VA1/NC1 and VA3/NC3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION L			Topic	SECTION L			
	VA1/NC1	VA2/NC2	VA3/NC3		VA1/NC1	VA2/NC2	VA3/NC3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	5.75	5.96	5.75	
Number of Stream Crossings	14	9	14	Limiting Speed**	110	100	110	
Impacts to Streams (linear feet)	2,809	1,422	2,809	Operability/Constructability***	neutral	negative	neutral	
Impacts to Wetlands (acres)	0.57	0.01	0.57	Roadwork (miles)	6.5	8.1	6.5	
FEMA Floodplain Crossings	0	0	0					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	122.74	125.95	122.74					
Forested uplands (acres)	91.32	73.19	91.32	Rail and Road Construction Cost (millions \$)	\$63.00	\$71.30	\$63.00	
Hazardous Materials Sites	1	1	1	Utility Relocation Cost (millions \$)	\$1.00	\$1.34	\$1.00	
Residential Relocations	12	17	12	Right-of-Way Cost (millions \$)	\$5.42	\$5.36	\$5.42	
Business Relocations	1	1	1	TOTAL COSTS (millions \$)	\$69.42	\$78.00	\$69.42	
Public Schools Impacted	0	0	0	<p>* Note that several resources protected under Section 106 and/or Section 4(f) span one or more project sections; impacts are reported for each project section.</p> <p>** Limiting Speed is the maximum train speed through the most restrictive curve within the section based on current design assumptions; average running speed through the section would be greater.</p> <p>*** Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.</p>				
Noise (Impacted Receptors)	20	32	20					
Noise (Severely Impacted Receptors)	1	3	1					
Vibration (Impacted Structures)	7	13	7					
Section 4(f) Uses- Historic *	0	1	0					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	0	0	0					
Section 4(f) De Minimis- Parks *	0	0	0					
Section 106 Adverse Effects *	0	1	0					