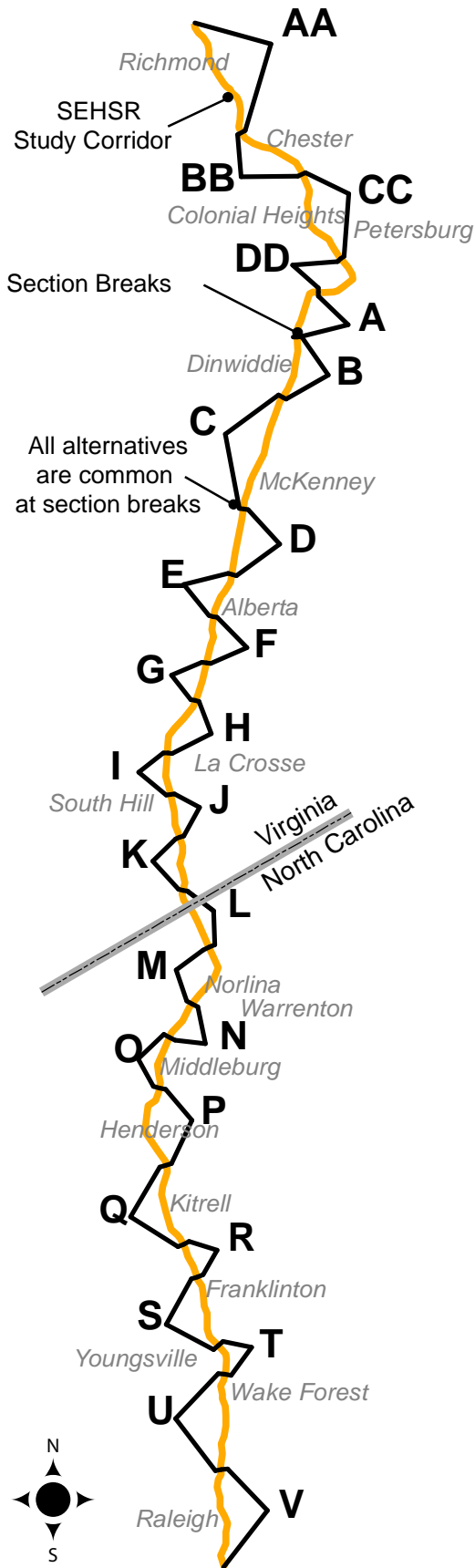


WELCOME TO THE SOUTHEAST HIGH SPEED RAIL PUBLIC HEARINGS

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



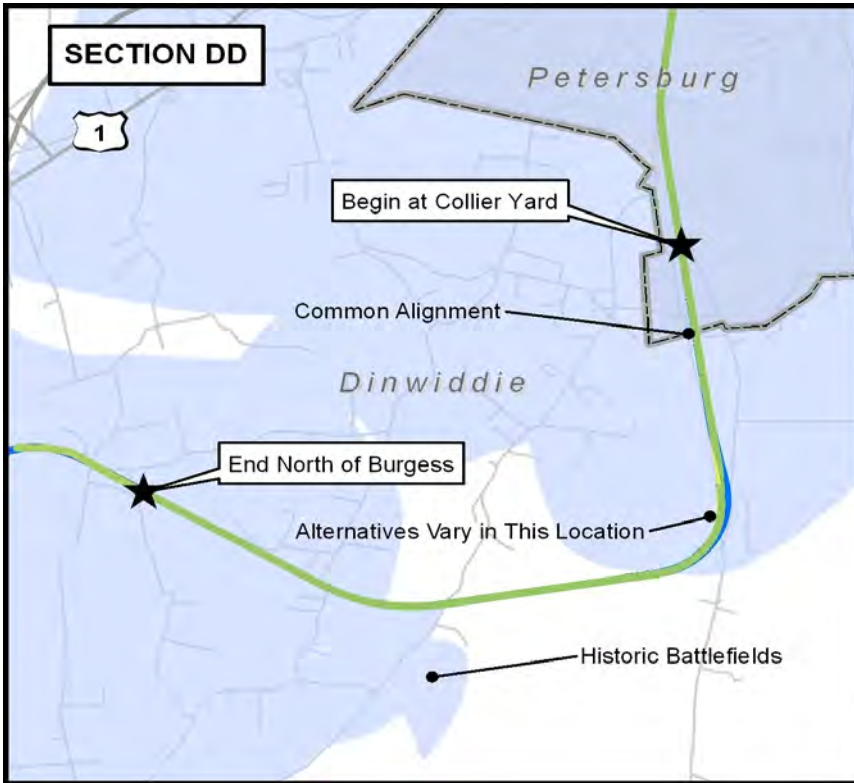
STEP 3

Tell us what you think:

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



Section DD- Comparison of Alternatives

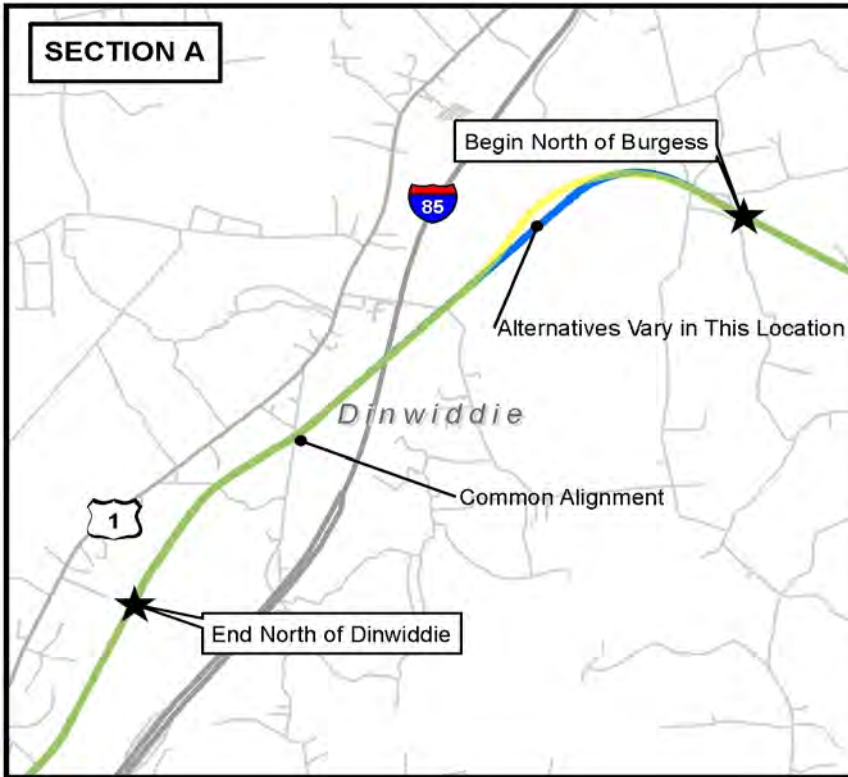


In Section DD the three alternatives are the same except in one location, as shown on the map.

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 DD- 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 DD			Topic	SECTION DD			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	5.66	5.63	5.66	
Number of Stream Crossings	6	6	6	Limiting Speed**	75	70	75	
Impacts to Streams (linear feet)	720	739	720	Operability/Constructability***	neutral	negative	positive	
Impacts to Wetlands (acres)	2.28	2.19	2.32	Roadwork (miles)	1.5	1.5	1.5	
FEMA Floodplain Crossings	0	0	0					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	23.45	22.82	32.74					
Forested uplands (acres)	53.14	53.46	59.36	Rail and Road Construction Cost (millions \$)	\$77.10	\$76.90	\$57.60	
Hazardous Materials Sites	1	1	1	Utility Relocation Cost (millions \$)	\$2.59	\$2.41	\$2.42	
Residential Relocations	2	0	0	Right-of-Way Cost (millions \$)	\$2.72	\$2.66	\$2.45	
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$82.41	\$81.97	\$62.47	
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	0	0					
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 *	5	5	5					
Section 4(f) De Minimis- Parks *	1	1	1					
Section 106 Adverse Effects *	0	0	0					

Section A- Comparison of Alternatives

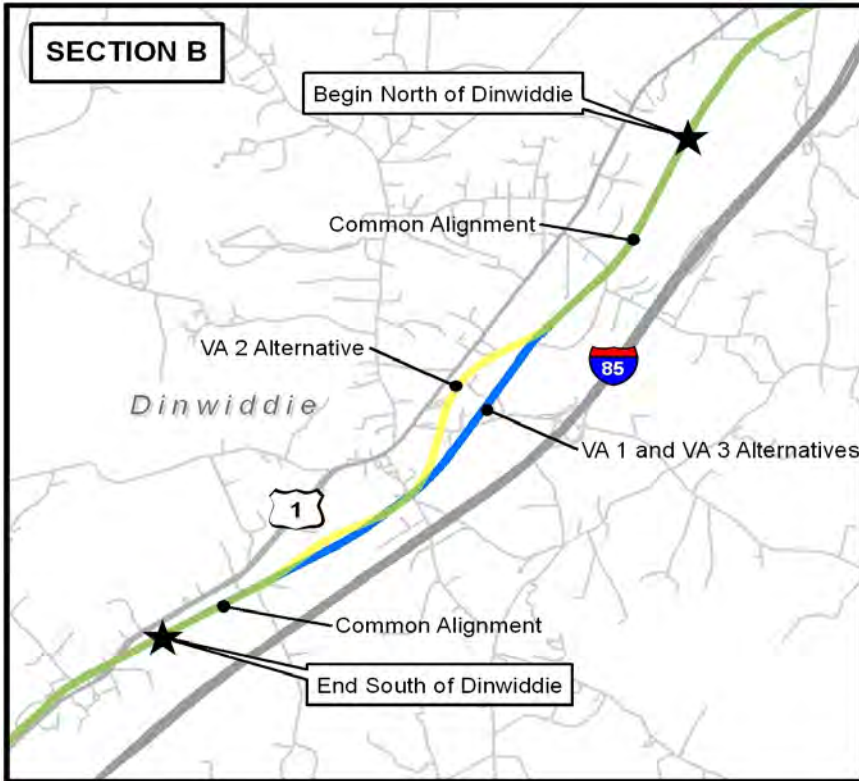


In Section A the three alternatives are the same except in one location, as shown on the map. Where the alignments differ, Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

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 A- Alternatives VA1, VA3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION A			Topic	SECTION A			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	4.93	4.95	4.93	
Number of Stream Crossings	12	12	12	Limiting Speed**	80	95	80	
Impacts to Streams (linear feet)	2,897	2,682	2,897	Operability/Constructability***	negative	neutral	negative	
Impacts to Wetlands (acres)	2.37	2.30	2.37	Roadwork (miles)	2.4	2.4	2.4	
FEMA Floodplain Crossings	1	1	1					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	43.71	57.10	43.71					
Forested uplands (acres)	70.85	68.26	70.85	Rail and Road Construction Cost (millions \$)	\$54.60	\$56.10	\$54.60	
Hazardous Materials Sites	1	1	1	Utility Relocation Cost (millions \$)	\$0.42	\$0.42	\$0.42	
Residential Relocations	0	0	0	Right-of-Way Cost (millions \$)	\$0.51	\$0.51	\$0.51	
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$55.53	\$57.03	\$55.53	
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)	4	4	4					
Noise (Severely Impacted Receptors)	1	1	1					
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 *	3	3	3					
Section 4(f) De Minimis- Parks *	0	0	0					
Section 106 Adverse Effects *	0	0	0					

Section B- Comparison of Alternatives

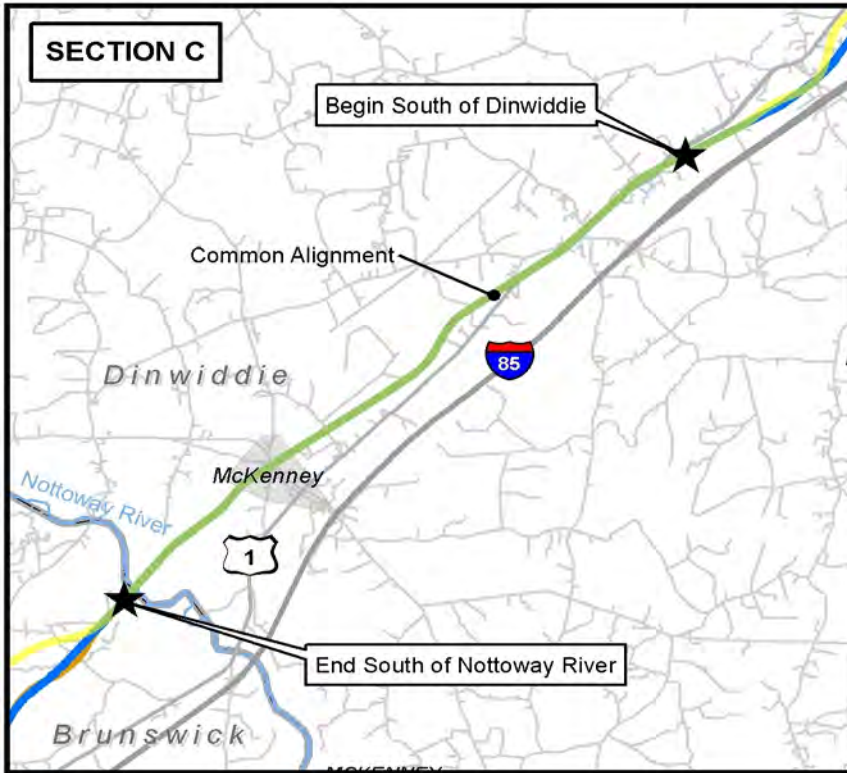


In Section B Alternatives VA1 and VA3 are the same; Alternative VA2 is different.

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 B- Alternatives VA1, VA3 on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION B			Topic	SECTION B		
	VA1	VA2	VA3		VA1	VA2	VA3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	5.71	5.80	5.71
Number of Stream Crossings	11	9	11	Limiting Speed**	110	90	110
Impacts to Streams (linear feet)	940	496	940	Operability/Constructability***	neutral	negative	neutral
Impacts to Wetlands (acres)	0.97	0.62	0.97	Roadwork (miles)	1.5	1	1.5
FEMA Floodplain Crossings	2	2	2				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	65.40	40.13	65.40				
Forested uplands (acres)	82.38	77.8	82.38	Rail and Road Construction Cost (millions \$)	\$66.70	\$61.20	\$66.70
Hazardous Materials Sites	0	2	0	Utility Relocation Cost (millions \$)	\$0.26	\$0.30	\$0.26
Residential Relocations	4	2	4	Right-of-Way Cost (millions \$)	\$1.54	\$1.30	\$1.54
Business Relocations	0	1	0	TOTAL COSTS (millions \$)	\$68.50	\$62.80	\$68.50
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)	13	16	13				
Noise (Severely Impacted Receptors)	0	0	0				
Vibration (Impacted Structures)	2	5	2				
Section 4(f) Uses- Historic *	0	0	0				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	1	1	1				
Section 4(f) De Minimis- Parks *	0	0	0				
Section 106 Adverse Effects *	0	0	0				

Section C- Comparison of Alternatives



In Section C 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 C- All Alternatives on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION C			Topic	SECTION C		
	VA1	VA2	VA3		VA1	VA2	VA3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	10.75	10.75	10.75
Number of Stream Crossings	21	21	21	Limiting Speed**	110	110	110
Impacts to Streams (linear feet)	4,025	4,025	4,025	Operability/Constructability***	neutral	neutral	neutral
Impacts to Wetlands (acres)	1.51	1.51	1.51	Roadwork (miles)	4	4	4
FEMA Floodplain Crossings	1	1	1				
Federal/State Designated Rivers (crossings)	1	1	1				
Impacts to Prime and Other Important Farmland (acres)	94.47	94.47	94.47				
Forested uplands (acres)	156.56	156.56	156.56	Rail and Road Construction Cost (millions \$)	\$108.40	\$108.40	\$108.40
Hazardous Materials Sites	2	2	2	Utility Relocation Cost (millions \$)	\$1.87	\$1.87	\$1.87
Residential Relocations	1	1	1	Right-of-Way Cost (millions \$)	\$4.34	\$4.34	\$4.34
Business Relocations	8	8	8	TOTAL COSTS (millions \$)	\$114.61	\$114.61	\$114.61
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	9	9				
Noise (Severely Impacted Receptors)	0	0	0				
Vibration (Impacted Structures)	11	11	11				
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				