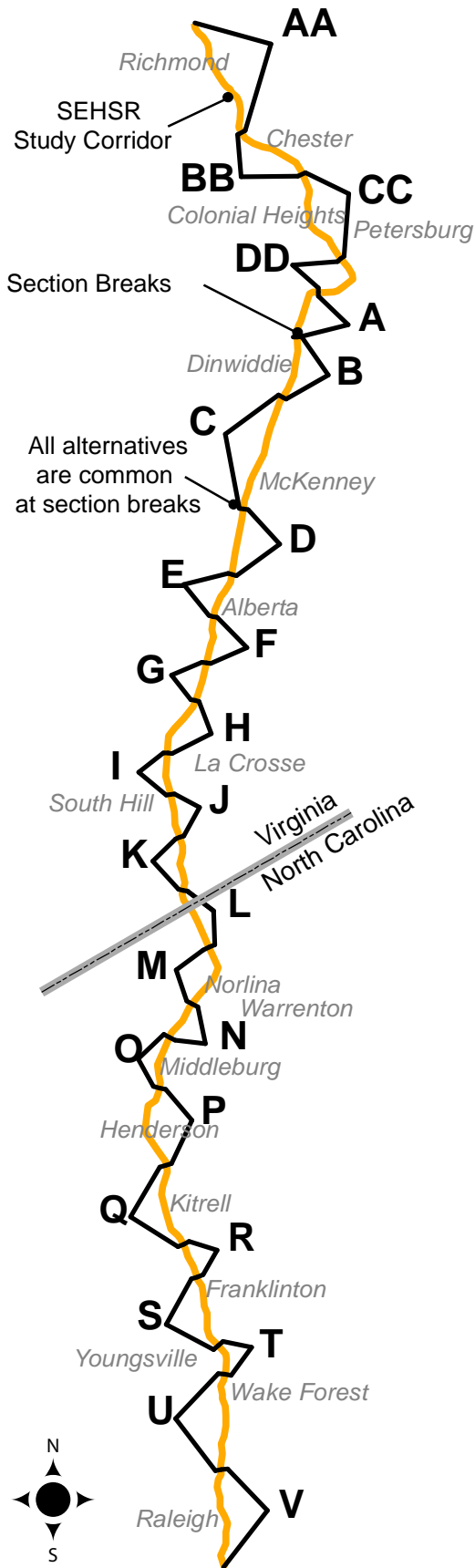


WELCOME TO THE SOUTHEAST HIGH SPEED RAIL PUBLIC HEARINGS

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



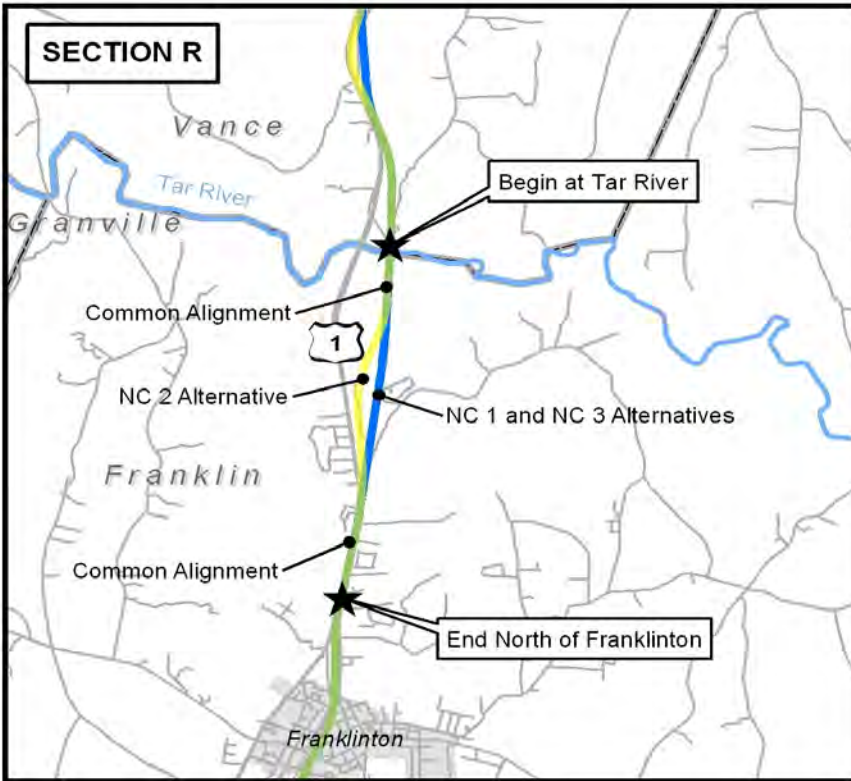
STEP 3

Tell us what you think:

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



Section R- Comparison of Alternatives

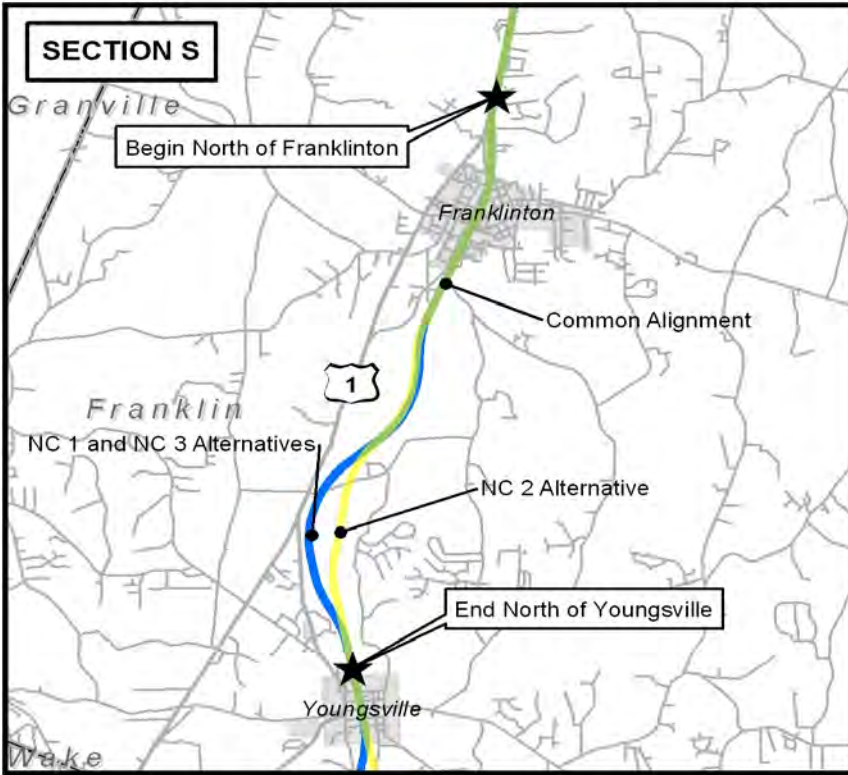


In Section R Alternatives NC1 and NC3 are the same; Alternative NC2 is different.

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 R- Alternatives NC1, NC3 on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION R			Topic	SECTION R		
	NC1	NC2	NC3		NC1	NC2	NC3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	3.21	3.23	3.21
Number of Stream Crossings	2	2	2	Limiting Speed**	110	110	110
Impacts to Streams (linear feet)	475	1,018	475	Operability/Constructability***	positive	neutral	positive
Impacts to Wetlands (acres)	0.00	0.00	0.00	Roadwork (miles)	0.3	0.3	0.3
FEMA Floodplain Crossings	0	0	0				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	25.83	12.72	25.83				
Forested uplands (acres)	33.78	21.95	33.78	Rail and Road Construction Cost (millions \$)	\$22.80	\$21.30	\$22.80
Hazardous Materials Sites	0	0	0	Utility Relocation Cost (millions \$)	\$0.02	\$0.02	\$0.02
Residential Relocations	0	1	0	Right-of-Way Cost (millions \$)	\$3.18	\$0.71	\$3.18
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$26.00	\$22.03	\$26.00
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)	1	1	1				
Noise (Severely Impacted Receptors)	0	0	0				
Vibration (Impacted Structures)	3	2	3				
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 *	0	0	0				
Section 106 Adverse Effects *	1	1	1				

Section S- Comparison of Alternatives

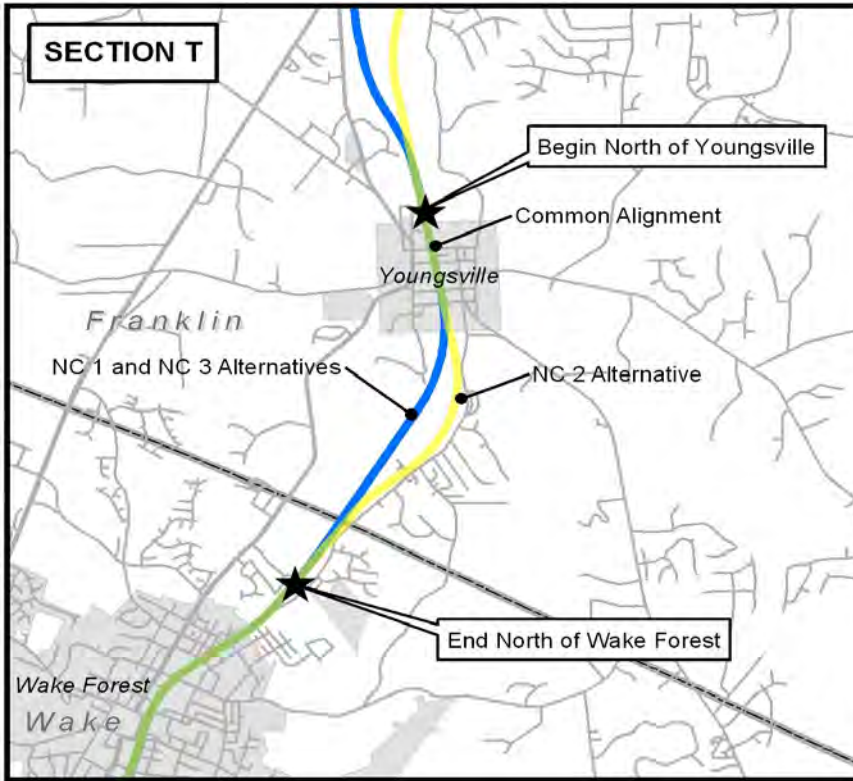


In Section S Alternatives NC1 and NC3 are the same; Alternative NC2 is different.

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 S- Alternatives NC1, NC3 on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION S			Topic	SECTION S		
	NC1	NC2	NC3		NC1	NC2	NC3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	6.88	6.71	6.88
Number of Stream Crossings	11	11	11	Limiting Speed**	95	95	95
Impacts to Streams (linear feet)	2,120	2,720	2,120	Operability/Constructability***	neutral	neutral	neutral
Impacts to Wetlands (acres)	0.55	0.07	0.55	Roadwork (miles)	4.2	4.1	4.2
FEMA Floodplain Crossings	1	1	1				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	94.88	105.65	94.88				
Forested uplands (acres)	94.61	101.43	94.61	Rail and Road Construction Cost (millions \$)	\$87.00	\$85.20	\$87.00
Hazardous Materials Sites	6	5	6	Utility Relocation Cost (millions \$)	\$1.05	\$1.01	\$1.05
Residential Relocations	6	8	6	Right-of-Way Cost (millions \$)	\$6.80	\$8.35	\$6.80
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$94.85	\$94.56	\$94.85
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)	22	23	22				
Noise (Severely Impacted Receptors)	1	1	1				
Vibration (Impacted Structures)	22	22	22				
Section 4(f) Uses- Historic *	2	2	2				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	1	1	1				
Section 4(f) De Minimis- Parks *	1	1	1				
Section 106 Adverse Effects *	1	1	1				

Section T- Comparison of Alternatives



In Section T Alternatives NC1 and NC3 are the same; Alternative 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 T- Alternatives NC1, NC3 on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION T			Topic	SECTION T			
	NC1	NC2	NC3		NC1	NC2	NC3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	2.83	2.96	2.83	
Number of Stream Crossings	3	3	3	Limiting Speed**	110	95	110	
Impacts to Streams (linear feet)	415	94	415	Operability/Constructability***	neutral	negative	neutral	
Impacts to Wetlands (acres)	0.07	0.00	0.07	Roadwork (miles)	0.2	1.1	0.2	
FEMA Floodplain Crossings	0	0	0					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	41.90	38.45	41.90					
Forested uplands (acres)	21.61	20.16	21.61	Rail and Road Construction Cost (millions \$)	\$50.00	\$53.60	\$50.00	
Hazardous Materials Sites	1	2	1	Utility Relocation Cost (millions \$)	\$0.90	\$0.34	\$0.90	
Residential Relocations	3	2	3	Right-of-Way Cost (millions \$)	\$2.96	\$2.52	\$2.96	
Business Relocations	0	0	0	TOTAL COSTS (millions \$)	\$53.86	\$56.46	\$53.86	
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)	25	25	25					
Noise (Severely Impacted Receptors)	0	0	0					
Vibration (Impacted Structures)	5	10	5					
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 *	0	0	0					
Section 106 Adverse Effects *	1	1	1					