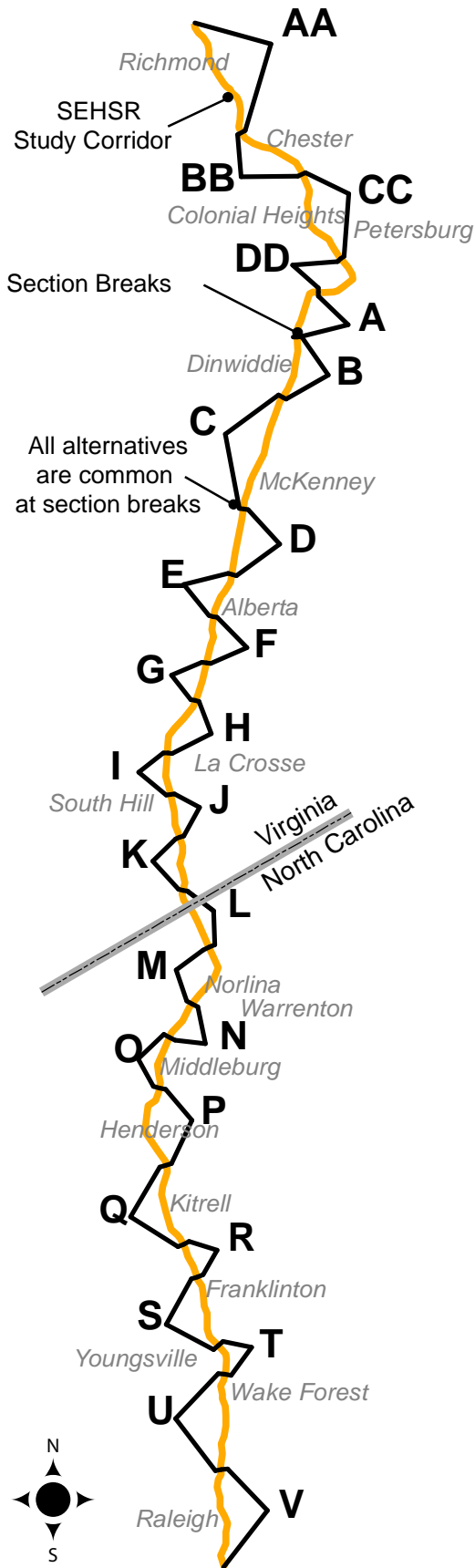


WELCOME TO THE SOUTHEAST HIGH SPEED RAIL PUBLIC HEARINGS

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



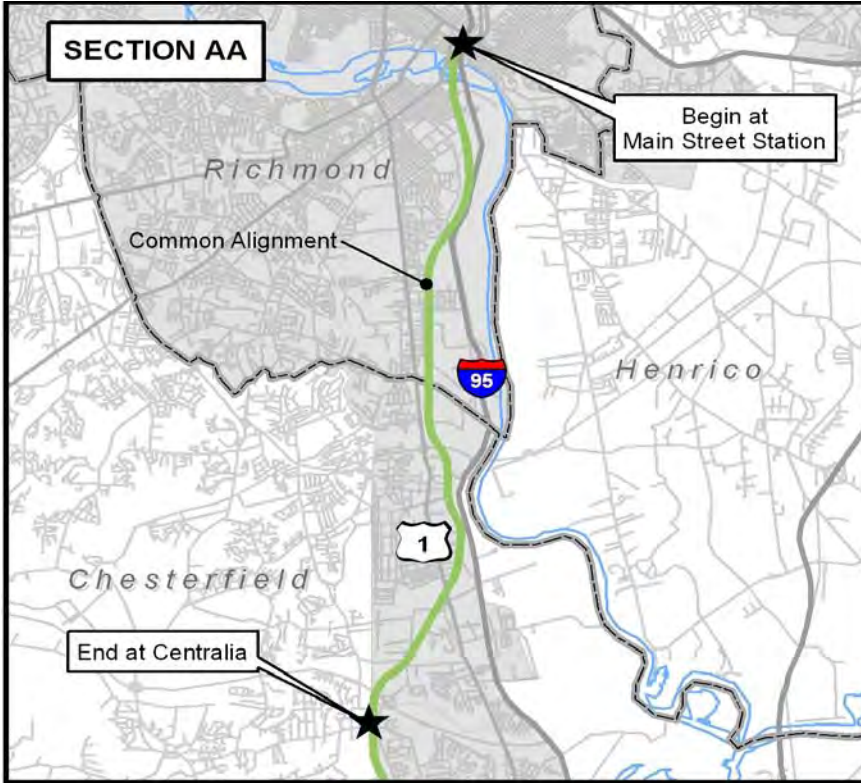
STEP 3

Tell us what you think:

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



Section AA- Comparison of Alternatives

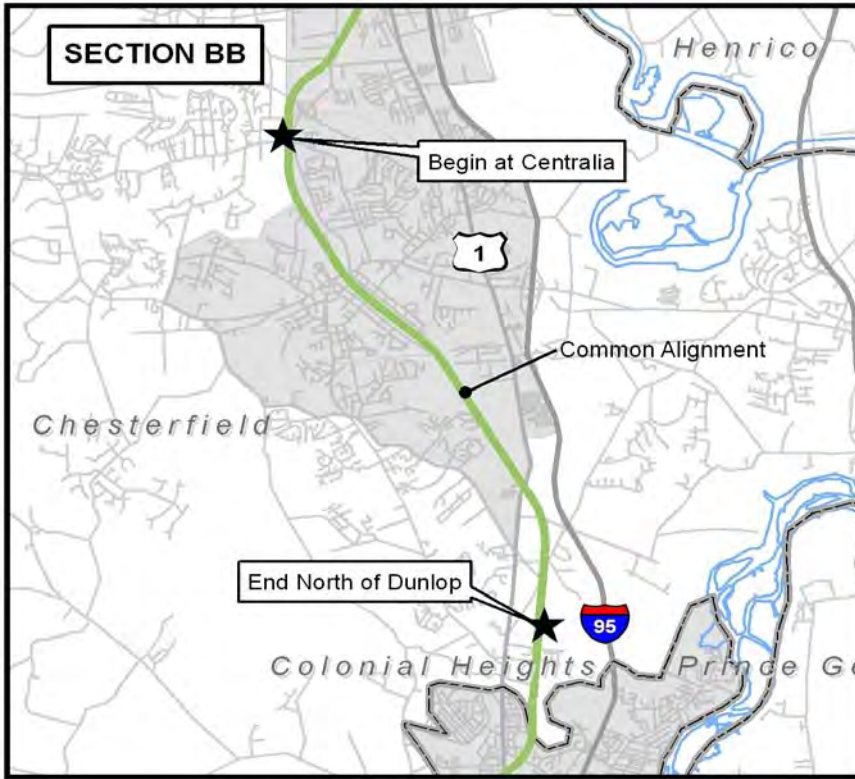


In Section AA all alternatives are the same.

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 AA- All Alternatives on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION AA			Topic	SECTION AA		
	VA1	VA2	VA3		VA1	VA2	VA3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	11.31	11.31	11.31
Number of Stream Crossings	20	20	20	Limiting Speed**	80	80	80
Impacts to Streams (linear feet)	4,518	4,518	4,518	Operability/Constructability***	neutral	neutral	neutral
Impacts to Wetlands (acres)	2.88	2.88	2.88	Roadwork (miles)	4.6	4.6	4.6
FEMA Floodplain Crossings	18	18	18				
Federal/State Designated Rivers (crossings)	1	1	1				
Impacts to Prime and Other Important Farmland (acres)	26.16	26.16	26.16				
Forested uplands (acres)	43.7	43.7	43.7	Rail and Road Construction Cost (millions \$)	\$191.60	\$191.60	\$191.60
Hazardous Materials Sites	59	59	59	Utility Relocation Cost (millions \$)	\$20.47	\$20.47	\$20.47
Residential Relocations	40	40	40	Right-of-Way Cost (millions \$)	\$28.11	\$28.11	\$28.11
Business Relocations	6	6	6	TOTAL COSTS (millions \$)	\$240.18	\$240.18	\$240.18
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)	1	1	1				
Section 4(f) Uses- Historic *	1	1	1				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	9	9	9				
Section 4(f) De Minimis- Parks *	2	2	2				
Section 106 Adverse Effects *	1	1	1				

Section BB- Comparison of Alternatives

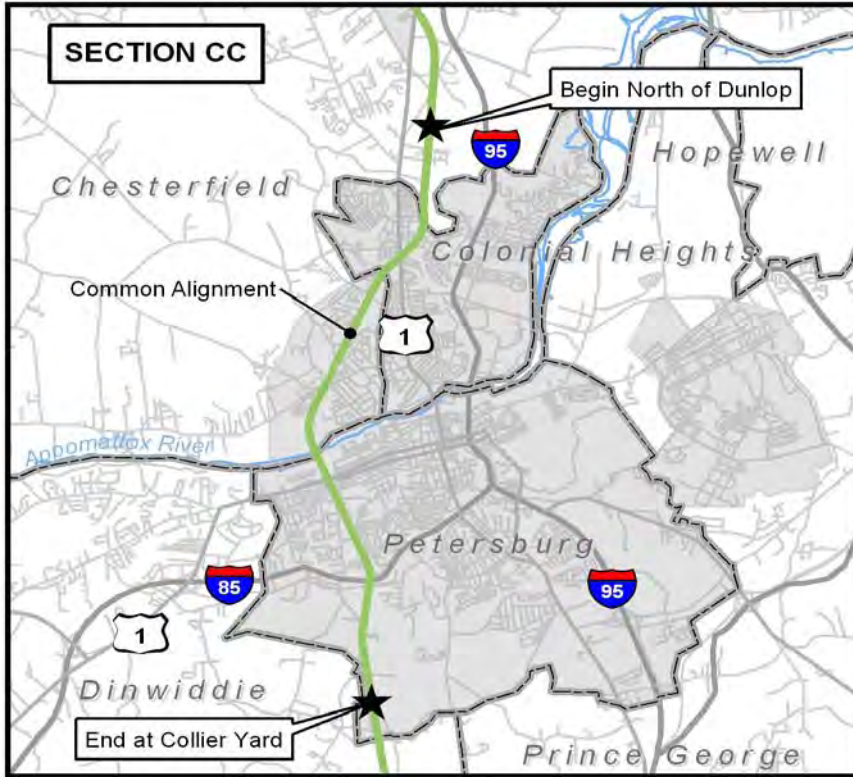


In Section BB all alternatives are the same.

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 BB- All Alternatives on Common Alignment							
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics			
By Section				By Section			
Topic	SECTION BB			Topic	SECTION BB		
	VA1	VA2	VA3		VA1	VA2	VA3
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	6.91	6.91	6.91
Number of Stream Crossings	17	17	17	Limiting Speed**	110	110	110
Impacts to Streams (linear feet)	2,991	2,991	2,991	Operability/Constructability***	neutral	neutral	neutral
Impacts to Wetlands (acres)	4.53	4.53	4.53	Roadwork (miles)	2.2	2.2	2.2
FEMA Floodplain Crossings	7	7	7				
Federal/State Designated Rivers (crossings)	0	0	0				
Impacts to Prime and Other Important Farmland (acres)	12.59	12.59	12.59				
Forested uplands (acres)	57.39	57.39	57.39	Rail and Road Construction Cost (millions \$)	\$70.40	\$70.40	\$70.40
Hazardous Materials Sites	10	10	10	Utility Relocation Cost (millions \$)	\$3.87	\$3.87	\$3.87
Residential Relocations	6	6	6	Right-of-Way Cost (millions \$)	\$11.04	\$11.04	\$11.04
Business Relocations	1	1	1	TOTAL COSTS (millions \$)	\$85.31	\$85.31	\$85.31
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)	2	2	2				
Section 4(f) Uses- Historic *	2	2	2				
Section 4(f) Uses- Parks *	0	0	0				
Section 4(f) De Minimis- Historic *	6	6	6				
Section 4(f) De Minimis- Parks *	1	1	1				
Section 106 Adverse Effects *	4	4	4				

Section CC- Comparison of Alternatives

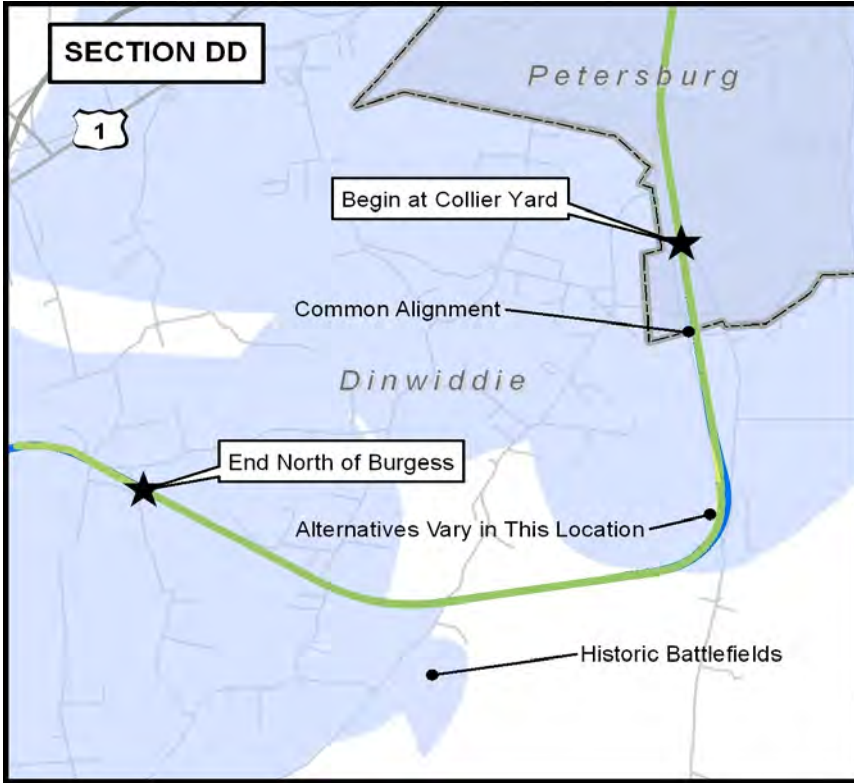


In Section CC all alternatives are the same.

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 CC- All Alternatives on Common Alignment								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION CC			Topic	SECTION CC			
	VA1	VA2	VA3		VA1	VA2	VA3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	8.91	8.91	8.91	
Number of Stream Crossings	18	18	18	Limiting Speed**	80	80	80	
Impacts to Streams (linear feet)	2,047	2,047	2,047	Operability/Constructability***	neutral	neutral	neutral	
Impacts to Wetlands (acres)	5.21	5.21	5.21	Roadwork (miles)	3.8	3.8	3.8	
FEMA Floodplain Crossings	7	7	7					
Federal/State Designated Rivers (crossings)	1	1	1					
Impacts to Prime and Other Important Farmland (acres)	57.56	57.56	57.56					
Forested uplands (acres)	51.64	51.64	51.64	Rail and Road Construction Cost (millions \$)	\$113.20	\$113.20	\$113.20	
Hazardous Materials Sites	20	20	20	Utility Relocation Cost (millions \$)	\$4.49	\$4.49	\$4.49	
Residential Relocations	44	44	44	Right-of-Way Cost (millions \$)	\$26.14	\$26.14	\$26.14	
Business Relocations	1	1	1	TOTAL COSTS (millions \$)	\$143.83	\$143.83	\$143.83	
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	11	11					
Noise (Severely Impacted Receptors)	0	0	0					
Vibration (Impacted Structures)	15	15	15					
Section 4(f) Uses- Historic *	3	3	3					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	9	9	9					
Section 4(f) De Minimis- Parks *	3	3	3					
Section 106 Adverse Effects *	3	3	3					

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				