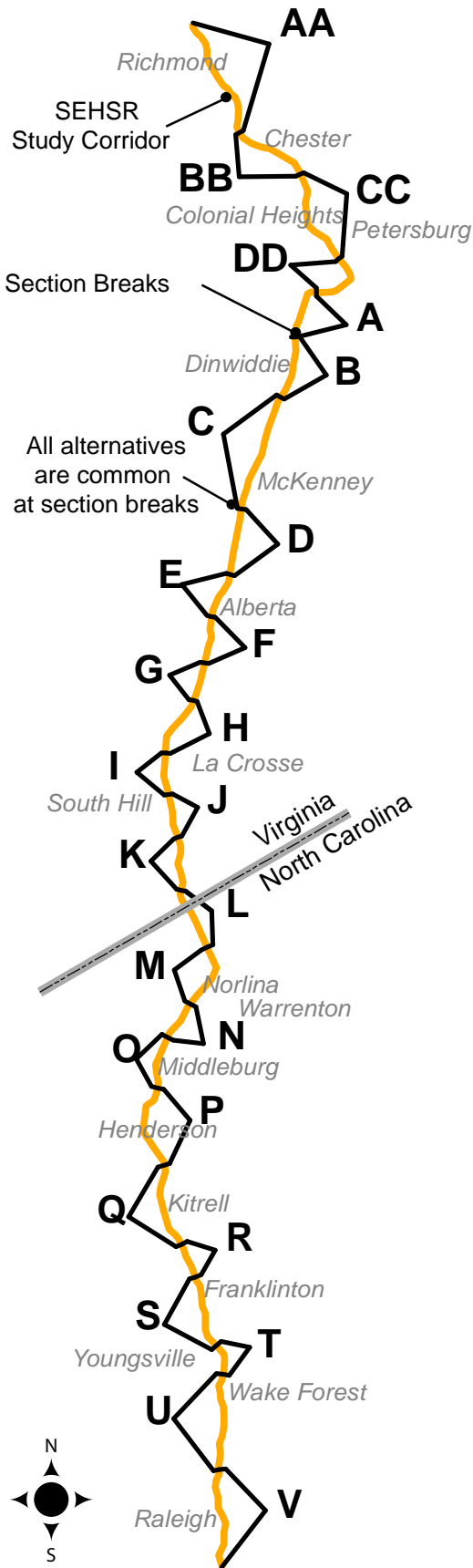


# WELCOME TO THE SOUTHEAST HIGH SPEED RAIL PUBLIC HEARINGS

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



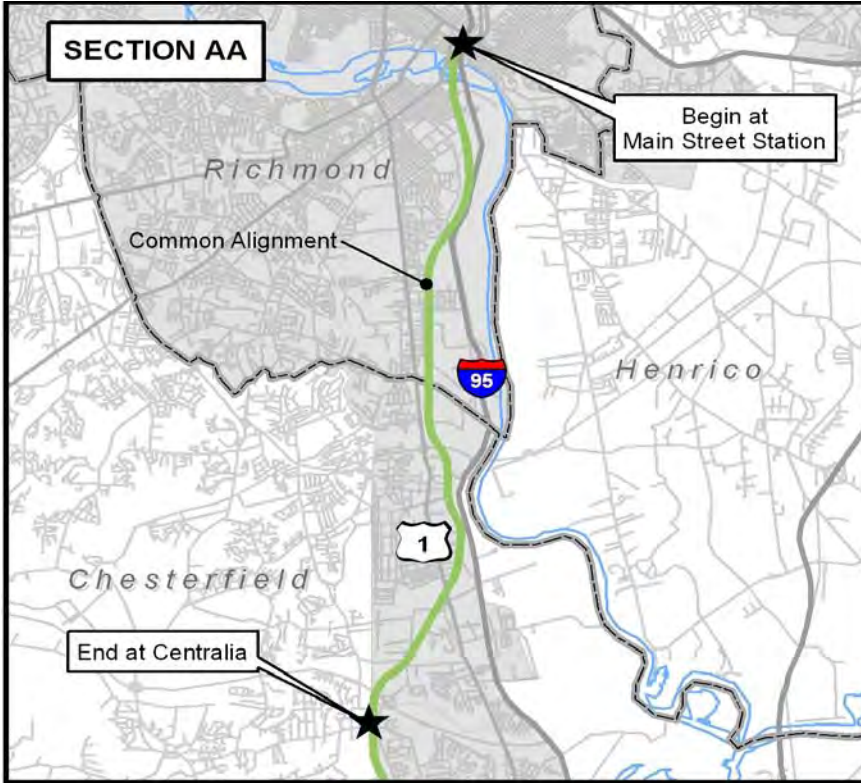
## STEP 3

### Tell us what you think:

- Fill out a comment card
- Visit the project website - [www.sehsr.org](http://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	<b>TOTAL COSTS</b> (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				