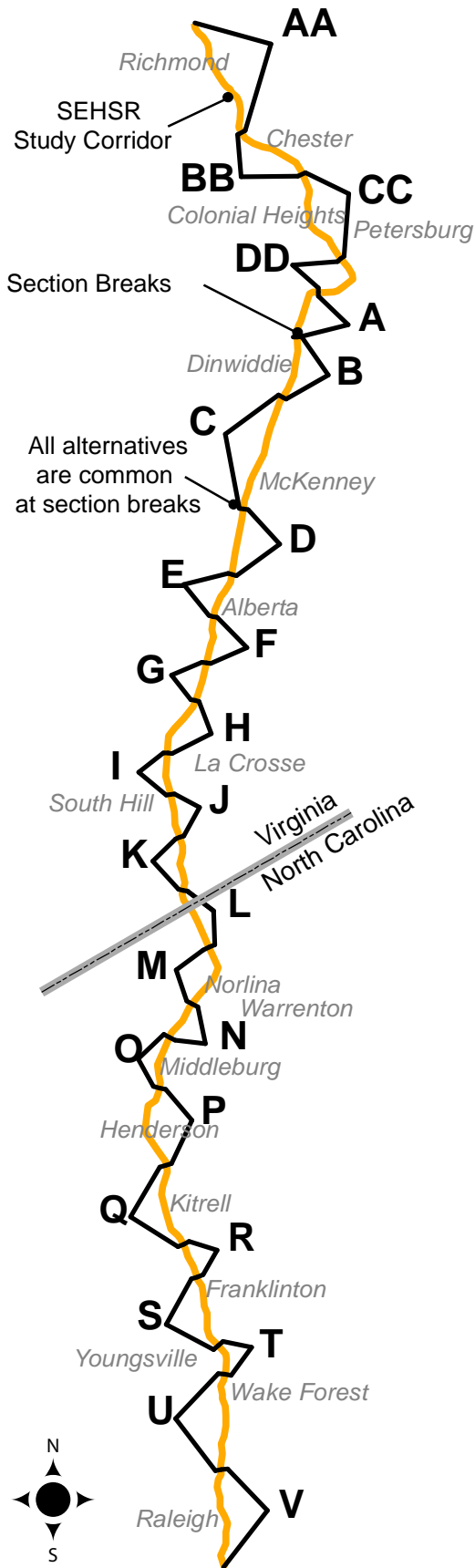


# WELCOME TO THE SOUTHEAST HIGH SPEED RAIL PUBLIC HEARINGS

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



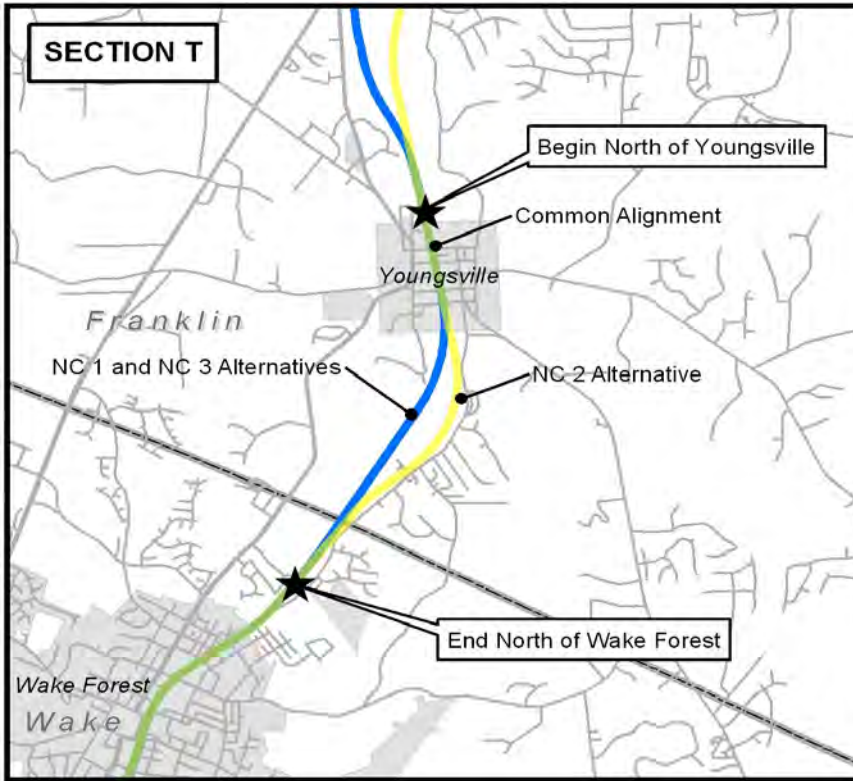
## STEP 3

### Tell us what you think:

- Fill out a comment card
- Visit the project website - [www.sehsr.org](http://www.sehsr.org)



# Section T- Comparison of Alternatives

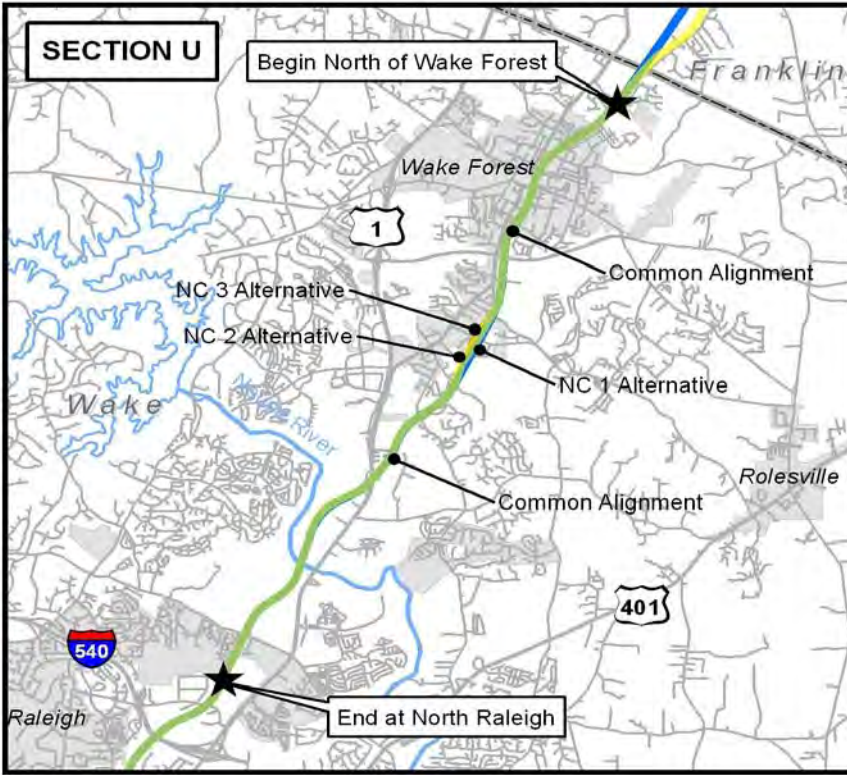


In Section T Alternatives NC1 and NC3 are the same; Alternative NC2 is different.

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	<b>TOTAL COSTS</b> (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				

# Section U- Comparison of Alternatives

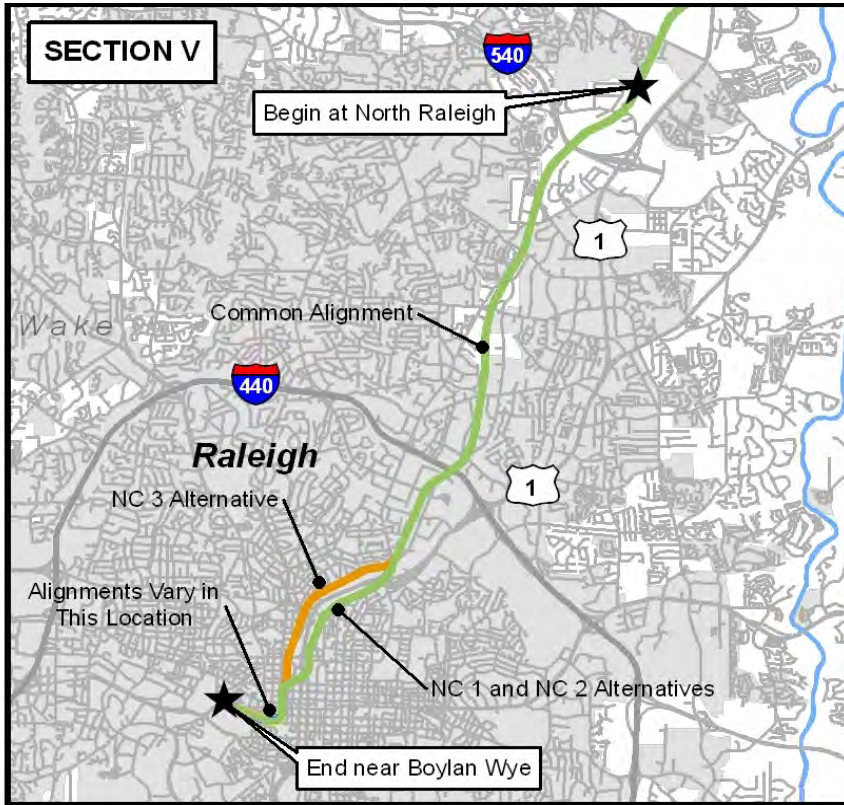


In Section U the three alternatives are the same except in one location, as shown on the map.

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 U- Alternatives NC1, NC2, NC3 on Different Alignments								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION U			Topic	SECTION U			
	NC1	NC2	NC3		NC1	NC2	NC3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	8.88	8.89	8.88	
Number of Stream Crossings	19	19	19	Limiting Speed**	85	80	85	
Impacts to Streams (linear feet)	3,718	3,010	3,485	Operability/Constructability***	neutral	negative	neutral	
Impacts to Wetlands (acres)	0.25	0.21	0.20	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)	87.20	84.56	86.01					
Forested uplands (acres)	70.87	70.07	71.06	Rail and Road Construction Cost (millions \$)	\$88.70	\$84.40	\$86.40	
Hazardous Materials Sites	10	10	10	Utility Relocation Cost (millions \$)	\$2.11	\$2.11	\$2.11	
Residential Relocations	10	8	10	Right-of-Way Cost (millions \$)	\$26.25	\$24.61	\$25.76	
Business Relocations	17	17	16	<b>TOTAL COSTS</b> (millions \$)	\$117.06	\$111.12	\$114.27	
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)	159	161	159					
Noise (Severely Impacted Receptors)	17	17	17					
Vibration (Impacted Structures)	45	45	45					
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 V- Comparison of Alternatives



In Section V 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.

*Note the noise and vibration numbers have been updated since the publication of the DEIS.*

Section V- Alternatives NC1, NC2, NC3 on Different Alignments								
Summary of Potential Human and Natural Impacts				Summary of Operational & Physical Characteristics				
By Section				By Section				
Topic	SECTION V			Topic	SECTION V			
	NC1	NC2	NC3		NC1	NC2	NC3	
Federally Listed T&E Species Impacted	0	0	0	Mainline Track Length (miles)	9.89	9.91	9.97	
Number of Stream Crossings	16	16	15	Limiting Speed**	45	45	45	
Impacts to Streams (linear feet)	1,105	1,107	1,182	Operability/Constructability***	negative	negative	positive	
Impacts to Wetlands (acres)	0.06	0.06	0.05	Roadwork (miles)	3	3.1	2.7	
FEMA Floodplain Crossings	4	4	3					
Federal/State Designated Rivers (crossings)	0	0	0					
Impacts to Prime and Other Important Farmland (acres)	52.94	47.73	67.35					
Forested uplands (acres)	16.92	16.92	17.04	Rail and Road Construction Cost (millions \$)	\$148.20	\$149.40	\$157.50	
Hazardous Materials Sites	76	58	58	Utility Relocation Cost (millions \$)	\$2.64	\$2.64	\$2.45	
Residential Relocations	0	1	0	Right-of-Way Cost (millions \$)	\$53.34	\$56.47	\$90.24	
Business Relocations	23	20	54	<b>TOTAL COSTS</b> (millions \$)	\$204.18	\$208.51	\$250.19	
Public Schools Impacted	0	0	0					
Noise (Impacted Receptors)	92	92	101					
Noise (Severely Impacted Receptors)	0	0	19					
Vibration (Impacted Structures)	48	48	99					
Section 4(f) Uses- Historic *	3	3	2					
Section 4(f) Uses- Parks *	0	0	0					
Section 4(f) De Minimis- Historic *	2	2	3					
Section 4(f) De Minimis- Parks *	1	1	1					
Section 106 Adverse Effects *	3	3	2					

\* 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.

\*\* 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.

\*\*\* Positive-negative-neutral denotes significant differences in operability or constructability between the alternatives.