

Through Town Alignments

At-Grade Options:

1. Add one track on the west of existing tracks
- ◆ 2. Add one track on the east of existing tracks
- ◆ 3. Add one track and shift existing two tracks to center the three tracks
4. Add one track and shift existing two tracks to center the three tracks AND remove station
5. Minor Improvements in Ashland (aka 3-2-3 with no additional track downtown)

Elevated Options:

6. Elevate 1 track above existing two tracks
7. Elevate 2 tracks above existing two tracks
8. Elevate 3 tracks above existing right-of-way and remove at-grade tracks

Below-Grade Options:

- ◆ 9. 1-track tunnel – Cut and cover tunnel east of existing two tracks
- ◆ 10. 1-track tunnel – Bore tunnel
- ◆ 11. 1-track tunnel – Deep bore tunnel
12. 2-track tunnel – One east and one centered
- ◆ 13. 3-track tunnel – Below existing right-of-way and remove at-grade tracks
 - ◆ a. Cut and cover – continuous cover
 - ◆ b. Trench – partial cover
14. Shallow bore 1-track tunnel for passenger trains only (proposed through CAC)

Station Options

- ◆ A. Improve downtown Ashland station
 - ◆ a. 850-foot platform
 - b. 350-foot platform
- ◆ B. New station south of Ashcake Road
- C. Eliminate Ashland Station/Service

Eastern Bypass Alignments

- ◆ 15. Ashland East Bypass (AEB 1)
16. Ashland East Bypass to BBRR (AEB 2)
17. Ashland East Bypass That Does Not Cross I-95 (AEB 3)
18. Ashland East Bypass in the I-95 Median (AEB 4)
19. Ashland East Bypass White Paper Route (AEB 5)

Buckingham Branch (BBRR)

20. Freight Diversion onto BBRR
21. Passenger Diversion onto BBRR

Doswell Area Connections to Buckingham Branch Railroad

22. Wye Option #1
23. Wye Option #2
24. Wye Option #3
25. Wye Option #4
26. Wye Option #5

Western Bypass Alignments

27. Ashland West Bypass (AWB 1)
28. Ashland West Bypass Revision #1 (AWB 2)
29. Ashland West Bypass Revision #2 (AWB 3)
30. Ashland West Bypass Revision #3 (AWB 4)

- ◆ **Additional information on these options is being provided per CAC request. Information includes mapping, conceptual illustrations and cross-sections.**

◆ **Description of information included in this packet**

Add one track on the east of existing tracks through Ashland

- Conceptual illustration and profile
- Conceptual design mapping (1 inch = 200 feet), Vaughan Road to Ashcake Road, with improved downtown Ashland station (850-foot platform)
- Conceptual design mapping (1 inch = 50 feet, zoomed in with more details), College Avenue to Francis Street, with improved downtown Ashland station (850-foot platform)
- Conceptual design mapping (1 inch = 50 feet, zoomed in with more details), College Avenue to Francis Street, with new station south of Ashcake Road

Add one track and shift existing two tracks to center the three tracks

- Conceptual illustration and profile
- Conceptual design mapping (1 inch = 200 feet), Vaughan Road to Ashcake Road
- Conceptual design mapping (1 inch = 50 feet, zoomed in with more details), College Avenue to Francis Street, with new station south of Ashcake Road

Below-Grade Options

- Conceptual illustrations, cross sections, and profiles
- Planning level mapping showing limits of tunnel sections
 - Cut and cover (continuous cover): Bury 1 track east of existing two tracks
 - Cut and cover (continuous cover): Bury 3 tracks below existing right-of-way and remove at-grade tracks
 - 1-track tunnel – Bore tunnel
 - 1-track tunnel – Deep bore tunnel
 - Trench (partial cover) 3 tracks – Below existing right-of-way and remove at-grade tracks

Ashland Bypass Alignments Evaluated

- Map of all bypass alignments and Doswell area connectors screened

Ashland East Bypass (AEB 1)

- Conceptual illustration
- Planning level mapping (1 inch = 200 feet), Old Ridge Road to Chickahominy River

NOTES:

Options with conceptual design mapping available are included within the Draft Environmental Impact Statement (Draft EIS). Conceptual design mapping includes track alignment, road improvements, station improvements, and projected limits of disturbance.

Options with planning level mapping include track alignment only, with an assumed worst-case limit of disturbance for the track improvements. Potential road improvements and station improvements are not shown for these options.