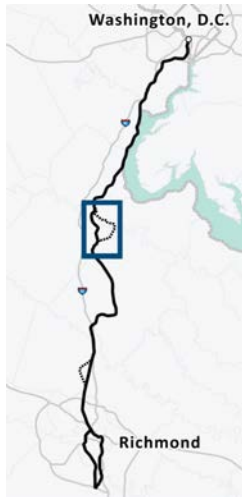


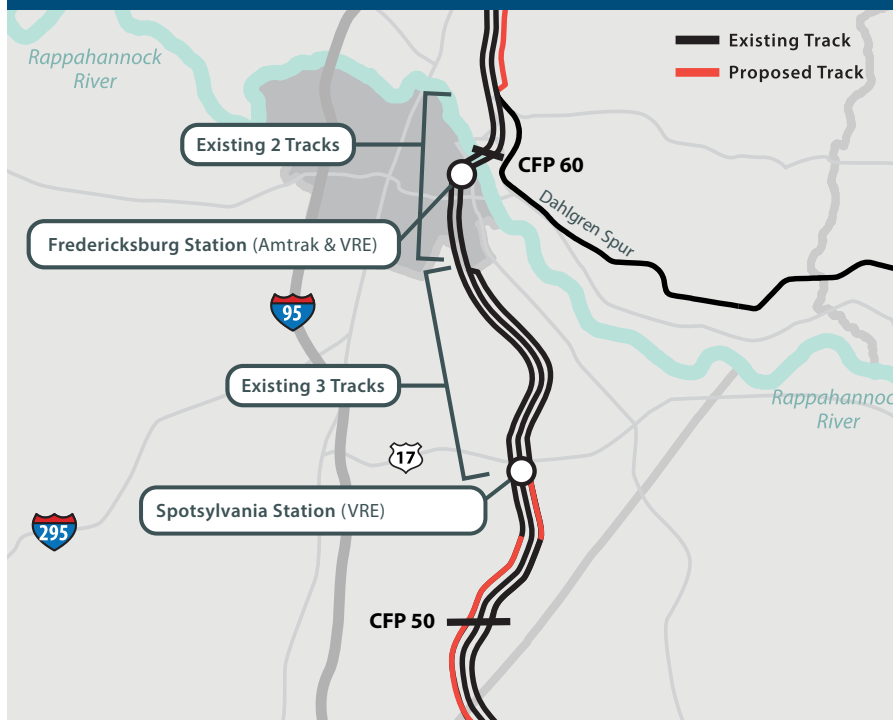
ALTERNATIVE AREA 3: FREDERICKSBURG (DAHLGREN SPUR TO CROSSROADS)



- There are three Build Alternatives in Area 3, all of which:
 - Support expanded intercity passenger (all passenger train types), VRE commuter, and CSXT freight rail service
 - Provide proposed new DC2RVA service at Fredericksburg Station: **Northeast Regional (SEHSR)** and **Interstate Corridor (SEHSR)**
 - Include a new Fredericksburg Station, including building, platform, and parking improvements (varies by alternative)
 - No changes to stations served by Amtrak passenger service (Interstate Corridor (Carolinian), Northeast Regional (Virginia), and Long Distance) or VRE commuter service
 - Improvements to major rail bridge over the Rappahannock River
- Track maximum authorized speed: ≤ 79 mph



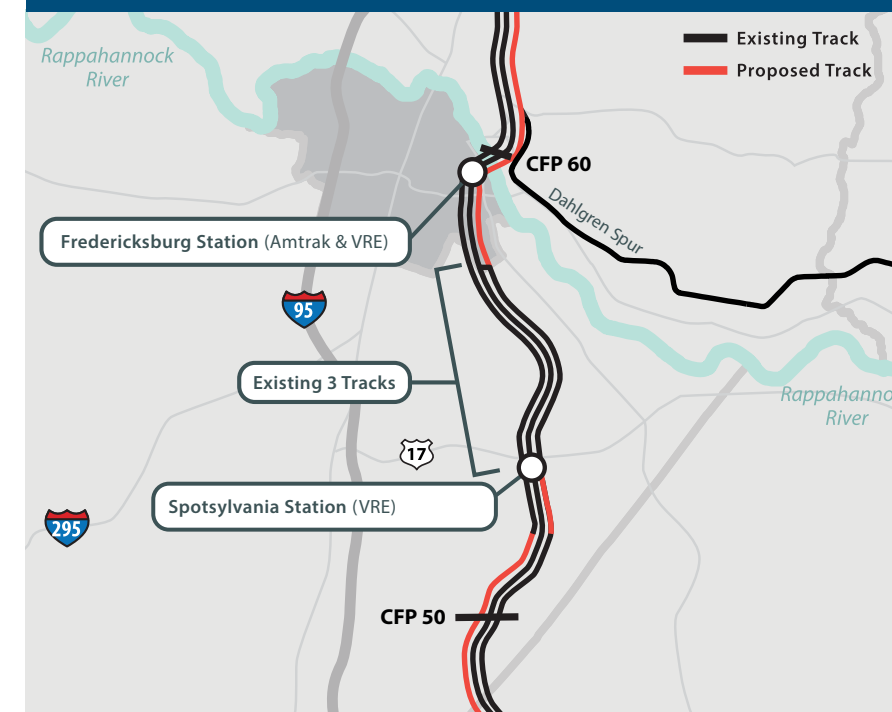
BUILD ALTERNATIVE 3A Maintain Two Tracks Through Town Length: 14 miles Approximate Cost: \$240.2 million



- Within Fredericksburg, no construction of new track / no additional rail capacity
 - Maintain existing two main line tracks
 - Shift tracks in some sections to improve speed
 - Freight, passenger, and commuter train operations through town similar to existing conditions
- Construction of one additional track, with some shifts to improve speed, north and south of the city
- All improvements within existing railroad right-of-way
- All public roadway crossings remain at-grade with safety improvements

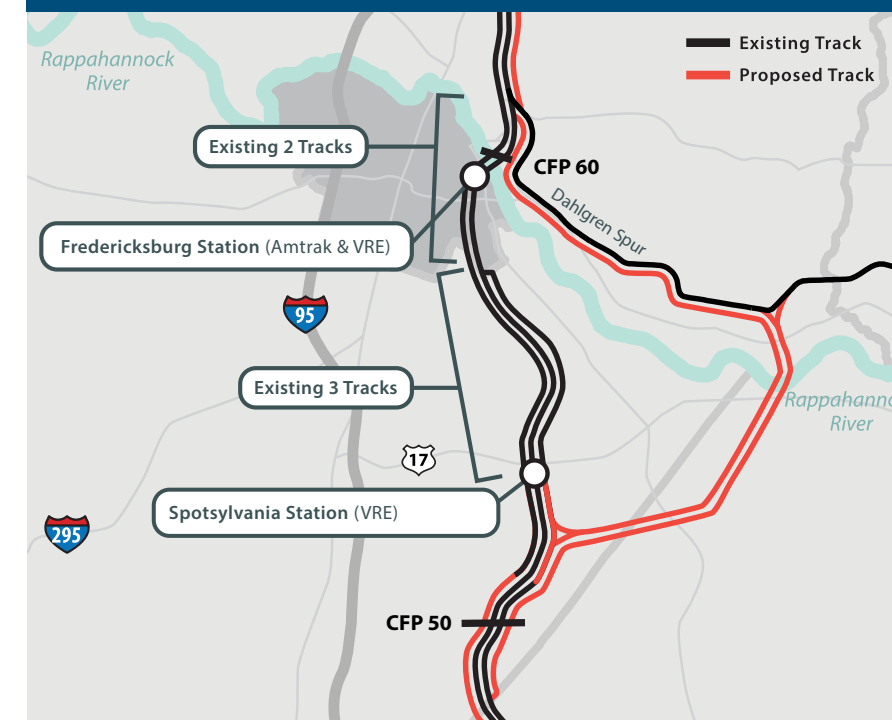
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BUILD ALTERNATIVE 3B Add One Track East of Existing Length: 14 miles Approximate Cost: \$506.9 million



- Construct one main line track in most sections, with track shifts to improve speed, and a new elevated railway at the station
 - Within town, the additional track would be added east of the existing two tracks
 - A third track already exists between Fredericksburg and the Spotsylvania Station (i.e., no improvements required)
- Rail improvements generally within existing railroad right-of-way
- No public roadway crossing closures / Grade separate one at-grade roadway crossing (Landsdowne Road)
- All other public roadway crossings would remain at-grade with safety improvements
- Consistent with City of Fredericksburg Comprehensive Plan (2015)

BUILD ALTERNATIVE 3C Add Two-Track Bypass East Length: 18 miles Approximate Cost: \$977.5 million



- Maintain existing two-track corridor through the city, with some track shifts to improve speed
- Construct new two-track bypass east of the city
 - Serves all freight rail as well as all Interstate Corridor (SEHSR and Carolinian), Long Distance, and Auto Train passenger trains
 - Existing public roadway crossings, including along existing Dahlgren Spur, would remain at-grade, with safety improvements
 - Any new public roadway crossings on the bypass would be grade separated
 - Requires additional railroad right-of-way
- Construct one main line track north and south of the city, with track shifts to improve speed

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