



Town of Ashland/ Hanover County Area Community Advisory Committee

September 11, 2017
Randolph-Macon
Blackwell Auditorium
Ashland, VA

Welcome and Facility Briefing

Opening Statement

This CAC Meeting is being held to:

- Summarize results of the previous meeting
- Discuss a least objectionable option for
 - Eastern Bypass
 - Western Bypass
- Review next steps

CAC Meeting #4 Summary

- Consensus on the least objectionable through-town and below-grade alternatives.
 - 3-2-3
 - Trench
- The Town of Ashland planned to meet with business and property owners
- Hanover County planned to research bypass alternatives and impacts

CAC Discussion of Alternatives



Through Town

Maintain Two Tracks through Town (3-2-3)

- Ashcake Road and Vaughan Road overpasses
- England Street remains at-grade
- Close Ashland Station
- Only minor rail capacity enhancements through operational changes
- Comparative Cost: *
Low Range: \$340 million
High Range: \$500 million

Below Ground

Three-Track Trench

- 11,000-foot trench (Vaughan Road to Ashcake Road), 50 feet wide and 33 feet deep
- Three tracks through downtown in trench adds rail capacity
- Interoperable freight and passenger
- Comparative Cost: *
Low Range: \$640 million
High Range: \$930 million

Eastern Bypass

Eastern Bypass: AEB 3

- Two-track bypass crossing US-1 paralleling Dominion Power easement, paralleling west side of I-95, rebuilding interchange at I-95/Hwy-54, and connecting north of Ashland
- Interoperable freight and passenger • Adds capacity
- Comparative Cost: *
Low Range: \$630 million
High Range: \$910 million

Eastern Bypass: AEB 4

- Two-track bypass crossing US-1, paralleling Dominion Power easement, widening I-95 median and shifting travel lanes, rebuilding interchange at I-95/Hwy-54, and connecting north of Ashland
- Interoperable freight and passenger • Adds capacity
- Comparative Cost: *
Low Range: \$670 million
High Range: \$970 million

Eastern Bypass: AEB 5

- Two-track bypass crossing US-1, paralleling Dominion Power easement, widening I-95 median and shifting travel lanes, rebuilding interchange at I-95/Hwy-54 and overpasses, and connecting at Doswell
- Interoperable freight and passenger • Adds capacity
- Comparative Cost: *
Low Range: \$790 million
High Range: \$1.14 billion

Western Bypass

Western Bypass: AWB 1

- Two-track bypass between South Anna River area and Elmont Road area
- Generally western bypass option closest to CSXT mainline and only western option to touch Town of Ashland
- Interoperable freight and passenger • Adds capacity
- Comparative Cost: *
Low Range: \$560 million
High Range: \$810 million

Western Bypass: AWB 2

- Two-track bypass between South Anna River area and Elmont Road area
- Generally western bypass option furthest from CSXT mainline
- Interoperable freight and passenger • Add capacity
- Comparative Cost: *
Low Range: \$620 million
High Range: \$890 million

Western Bypass: AWB 3

- Two-track bypass between South Anna River area and Elmont Road area
- Generally located between Western Bypass Options AWB1 and AWB2
- Interoperable freight and passenger • Adds capacity
- Comparative Cost: *
Low Range: \$600 million
High Range: \$860 million

Western Bypass: AWB 4

- Two-track bypass between South Anna River area and Elmont Road area
- Generally located between Western Bypass Options AWB1 and AWB2
- Interoperable freight and passenger • Adds capacity
- Comparative Cost: *
Low Range: \$580 million
High Range: \$830 million

*Note: Comparative Costs for entire Ashland area - Milepost CFP 23 to CFP 9 - which includes approximately 2 miles in Ashland.

CTB Meetings

Sept 19, 2017	9 a.m. workshop followed by project tours at 12:30 p.m.	Reston, Virginia
Sept 20, 2017	Action meeting beginning at 8:30 a.m.	Reston, Virginia
Oct 23, 2017	Workshop beginning at 10 a.m.	Hot Springs, Virginia
Oct 24, 2017	Action meeting beginning at 8:30 a.m.	Hot Springs, Virginia
Dec 5, 2017	Workshop beginning at 10 a.m.	VDOT Central Office
Dec 6, 2017	Action meeting beginning at 8:30 a.m.	VDOT Central Office

Draft EIS Public Comment Opportunity



Submit your form online at www.dc2rvarail.com



Call the project information line 888-832-0900,
TDD 711



Email your comments to: info@dc2rvarail.com



Provide your comment at a Draft EIS public hearing
in mid-October.

(Please visit www.dc2rvarail.com for additional
information.)

Adjournment