

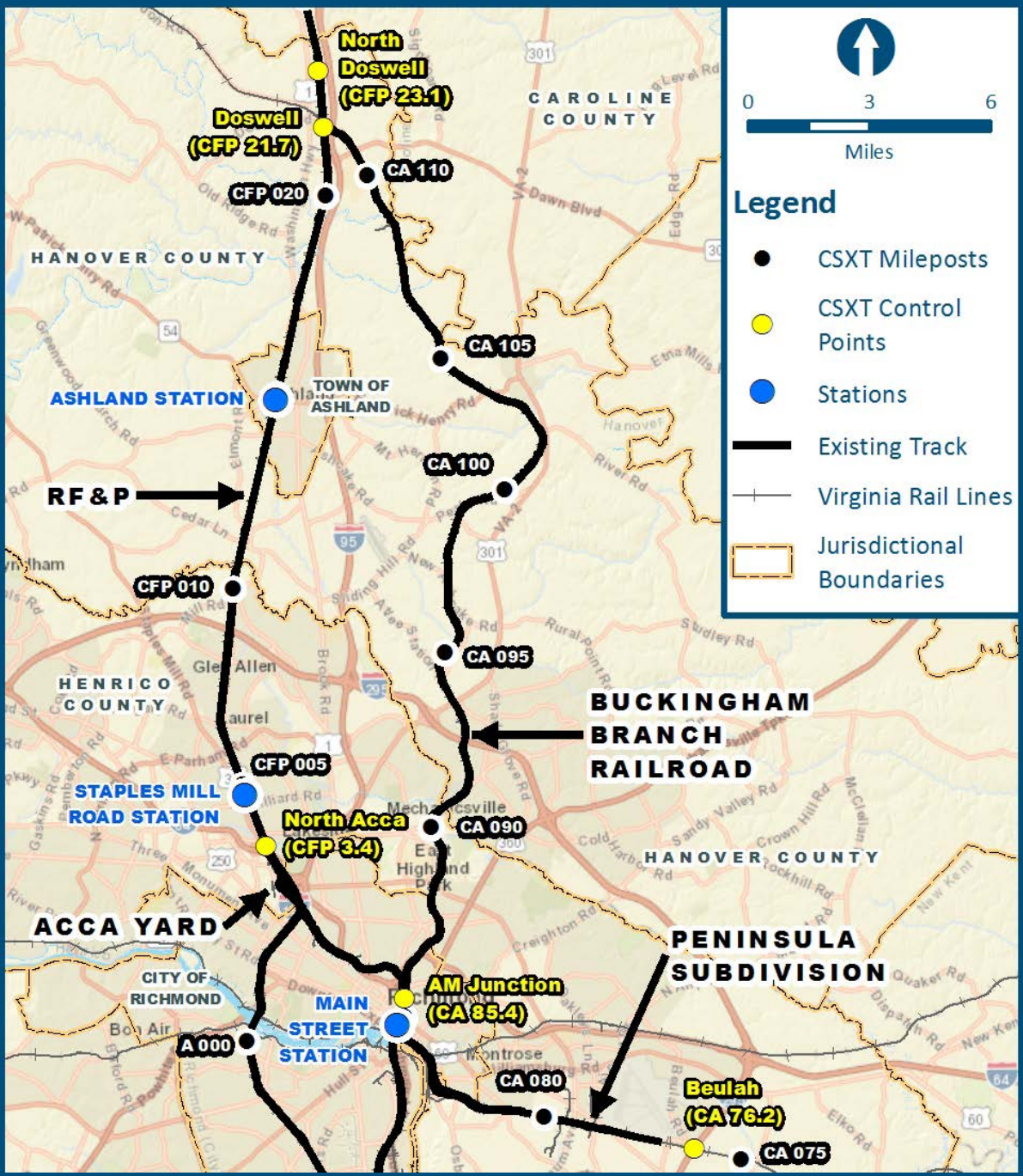


Buckingham Branch Railroad

Town of Ashland/ Hanover County Area
Community Advisory Committee

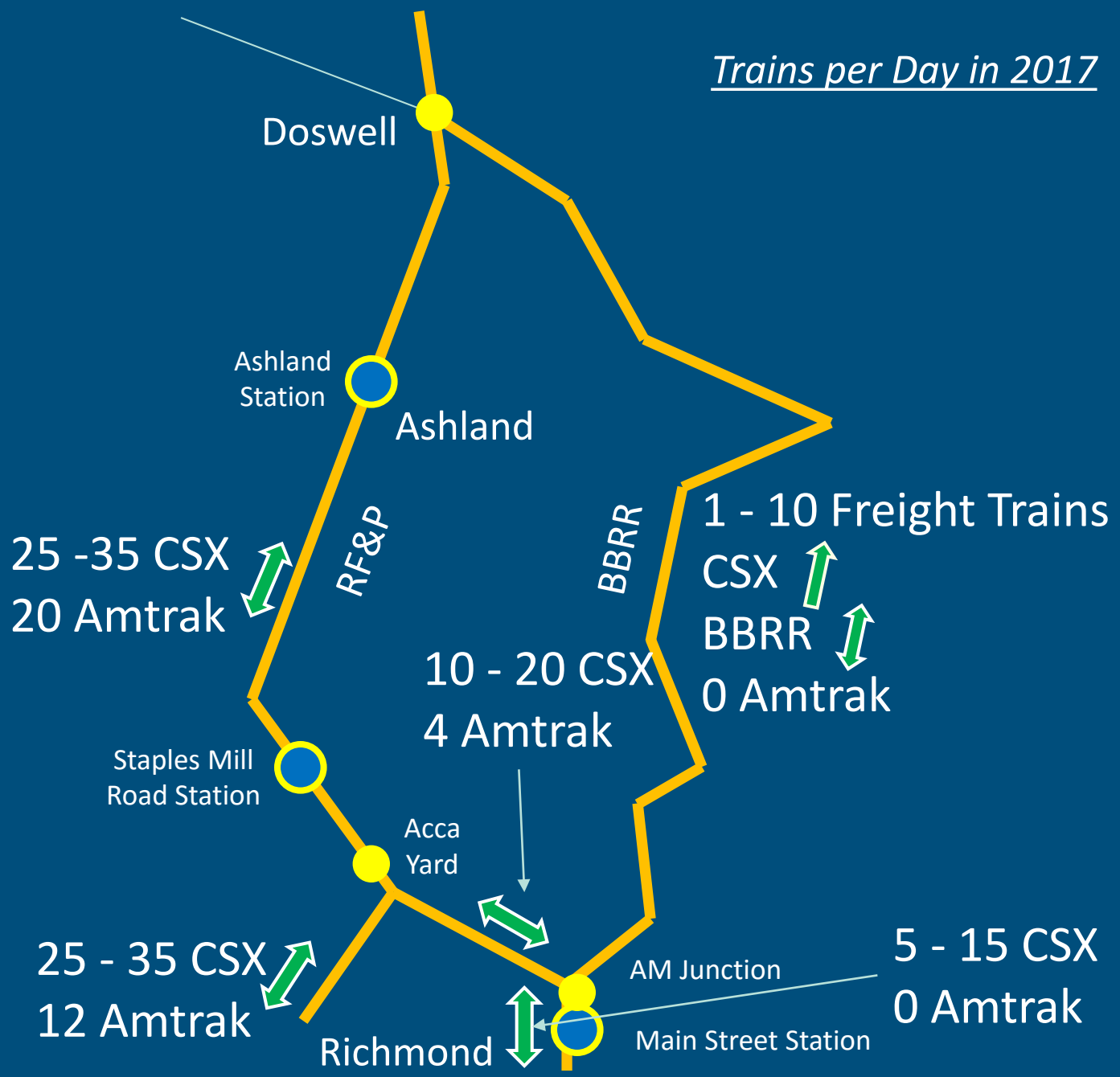
August 28, 2017

Randolph-Macon College



BBRR Corridor

Trains per Day in 2017



BBRR

Existing Train Traffic

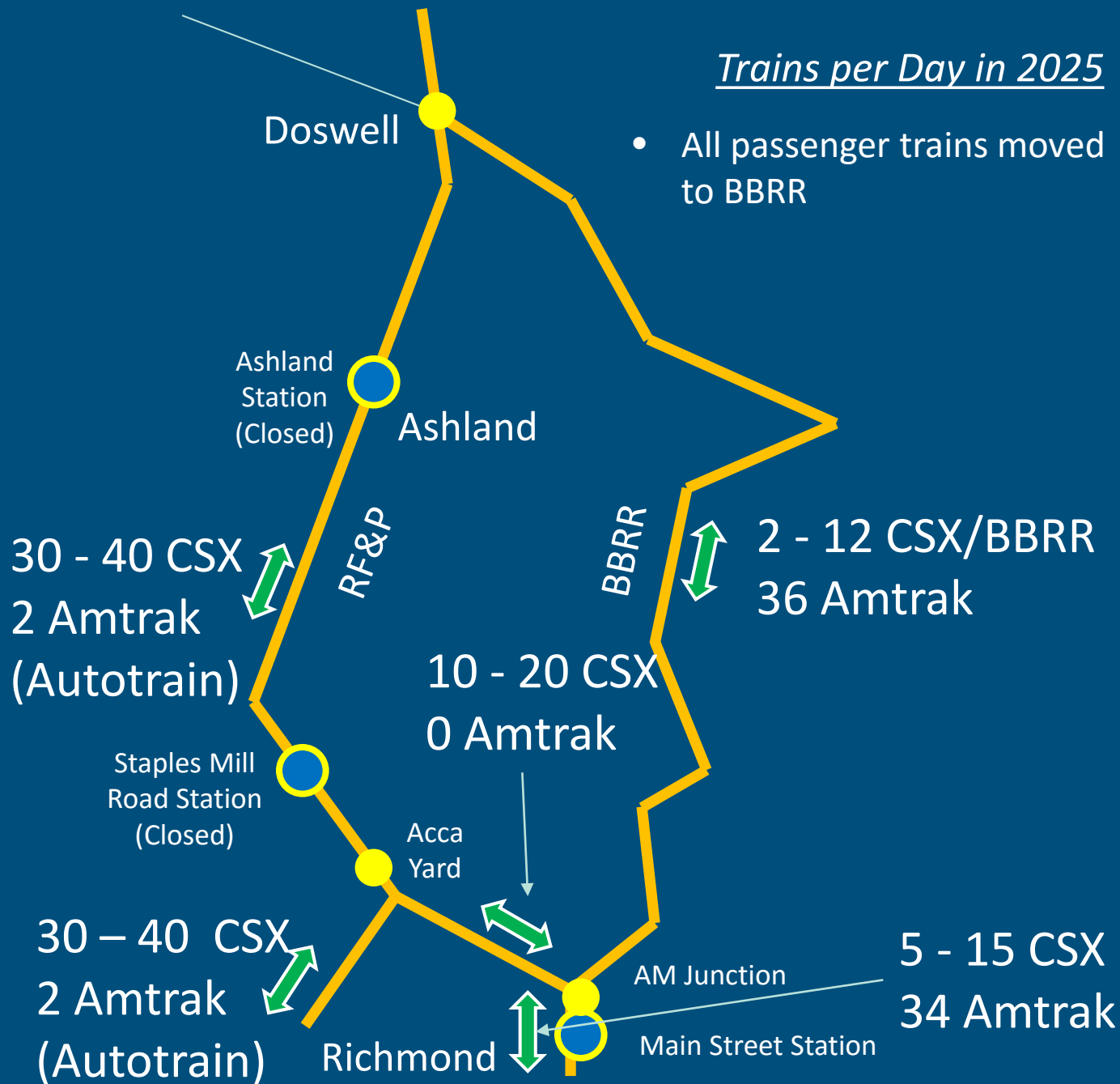
BBRR / RF&P Improvement Comparisons

	BBRR	RF&P
Length (Miles)	28.5	26.1
Max. Speed (P)	60 mph	90 mph
Cost Range (2016 \$\$)	\$790M to \$1.14B*	\$670M to \$970M
Parcel Impacts Possible	527	158
Bridges over Water	5	3
At-grade Crossings	29	21
Signals	No	Yes
PTC	No	Yes

* Existing at-grade crossings in Ashland remain

Trains per Day in 2025

- All passenger trains moved to BBRR

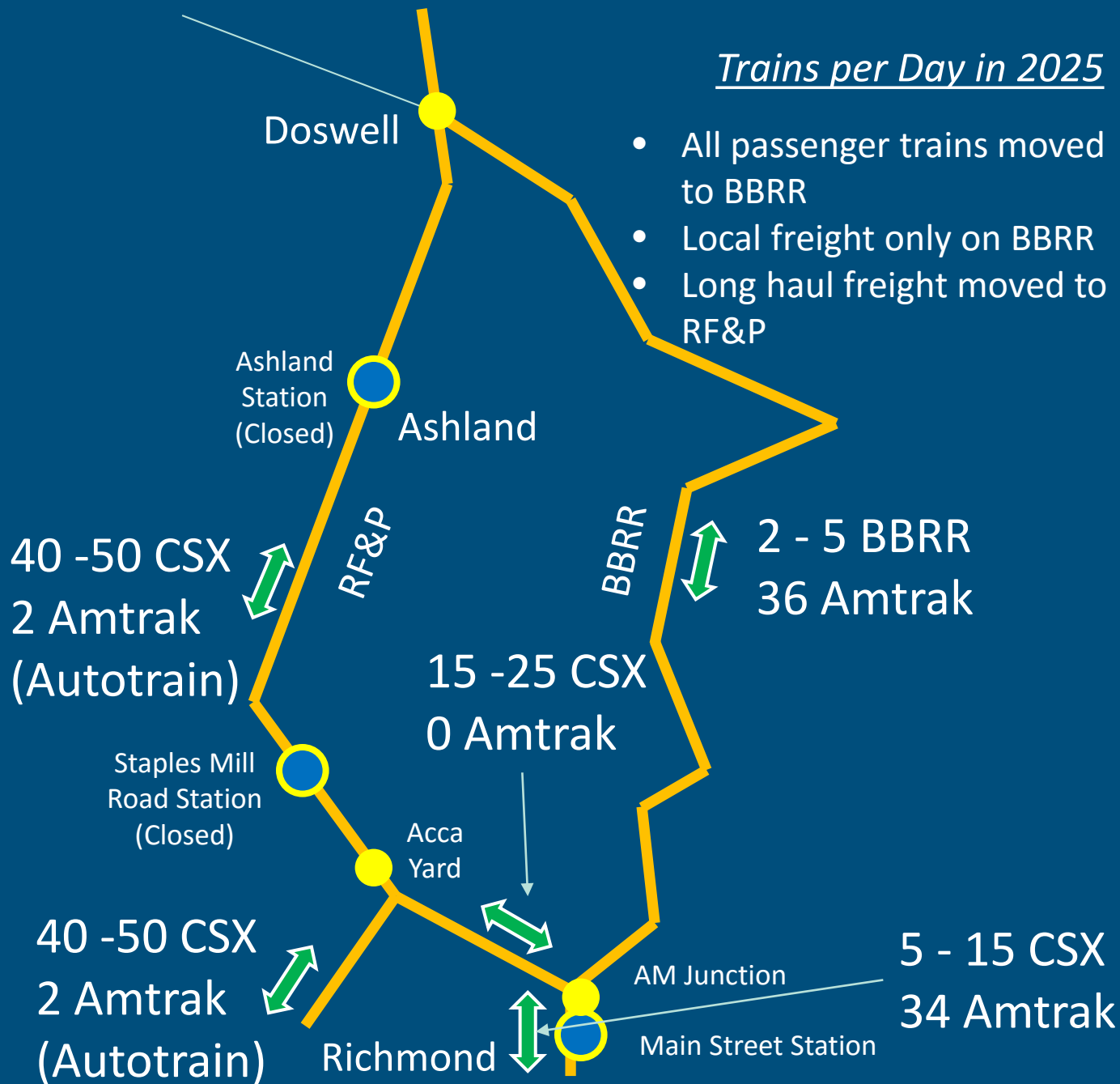


BBRR

Scenario 1

Trains per Day in 2025

- All passenger trains moved to BBRR
- Local freight only on BBRR
- Long haul freight moved to RF&P

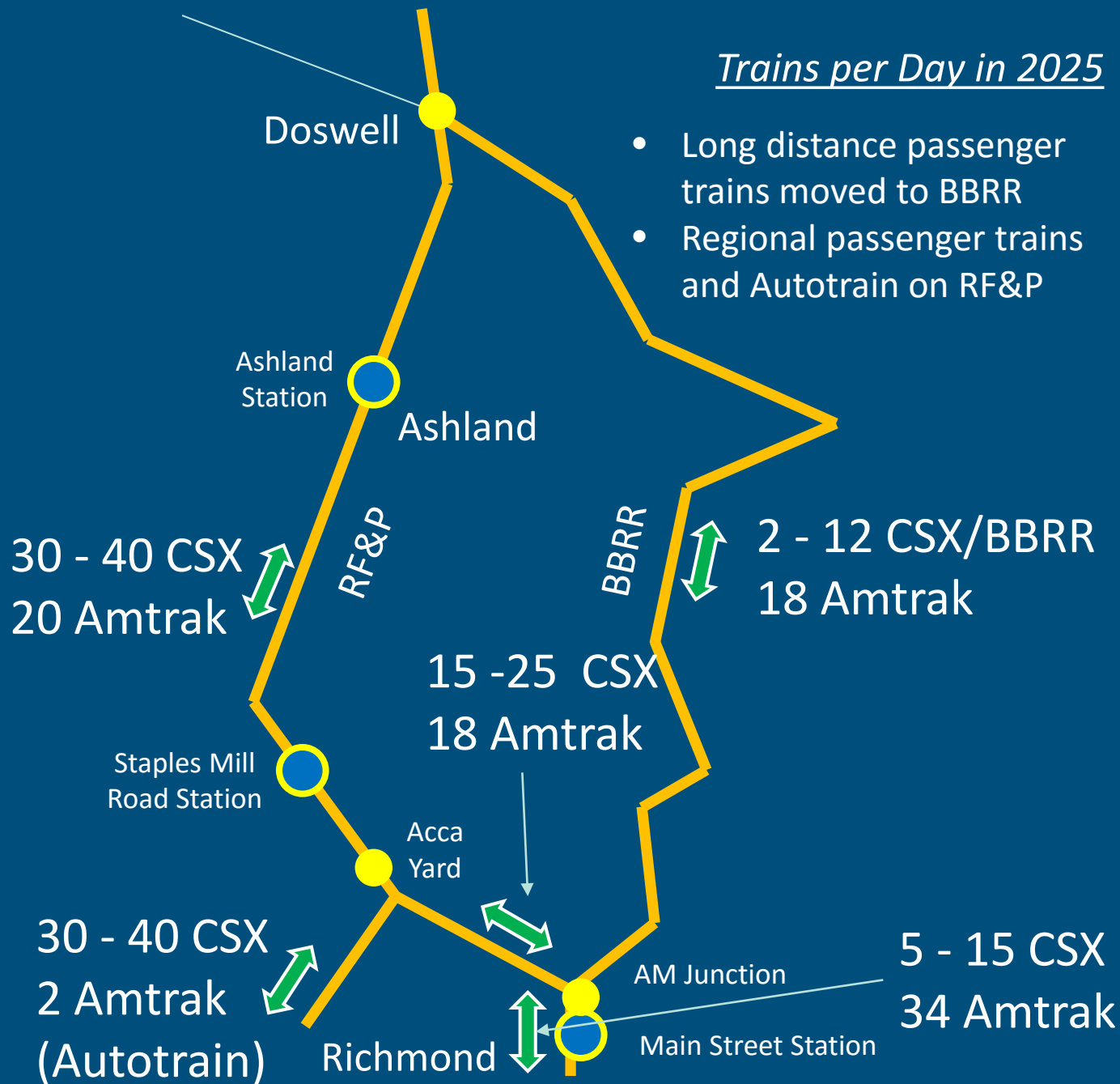


BBRR

Scenario 2

Trains per Day in 2025

- Long distance passenger trains moved to BBRR
- Regional passenger trains and Autotrain on RF&P

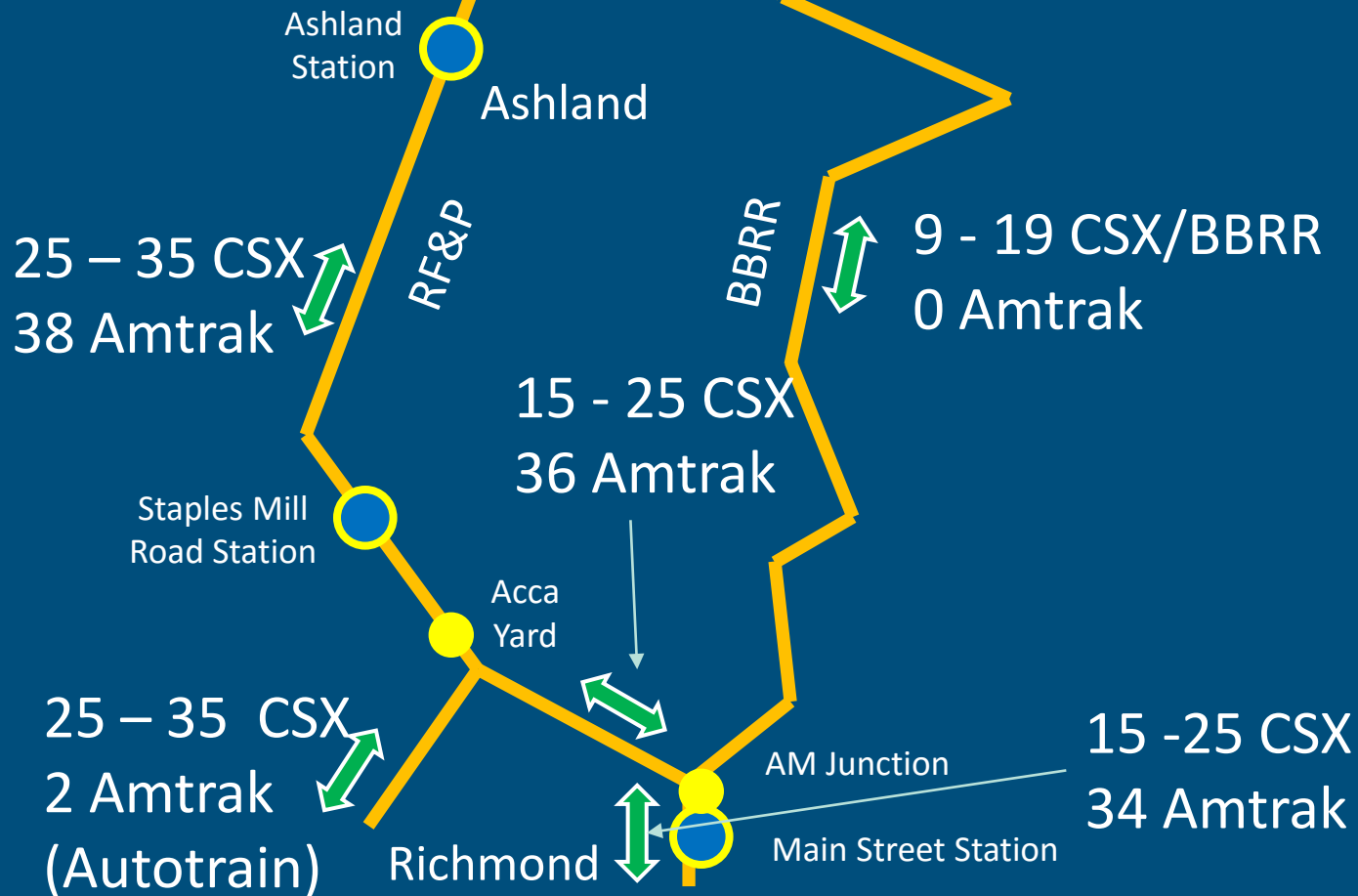


BBRR

Scenario 3

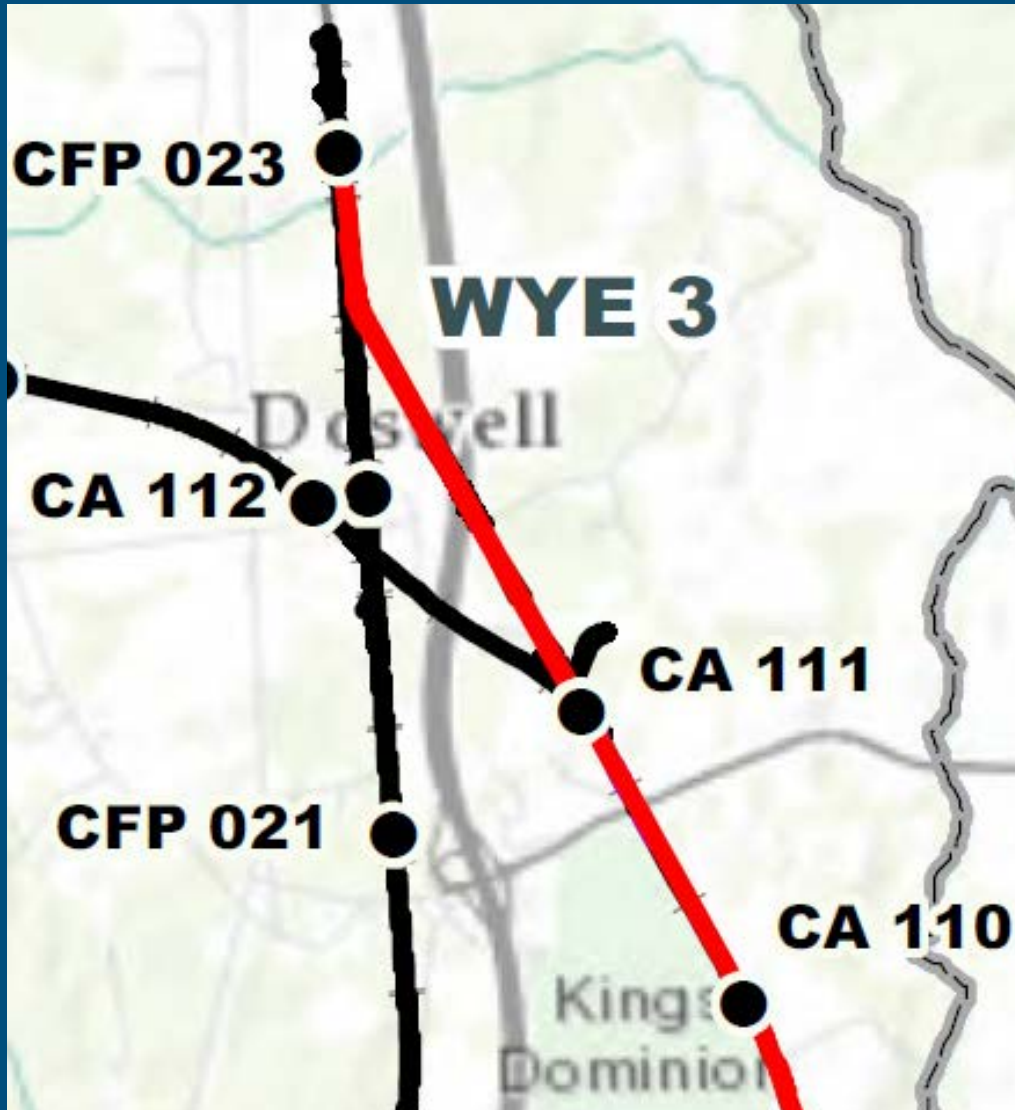
Trains per Day in 2025

- All passenger trains on RF&P
- Some additional freight trains moved to BBRR



BBRR

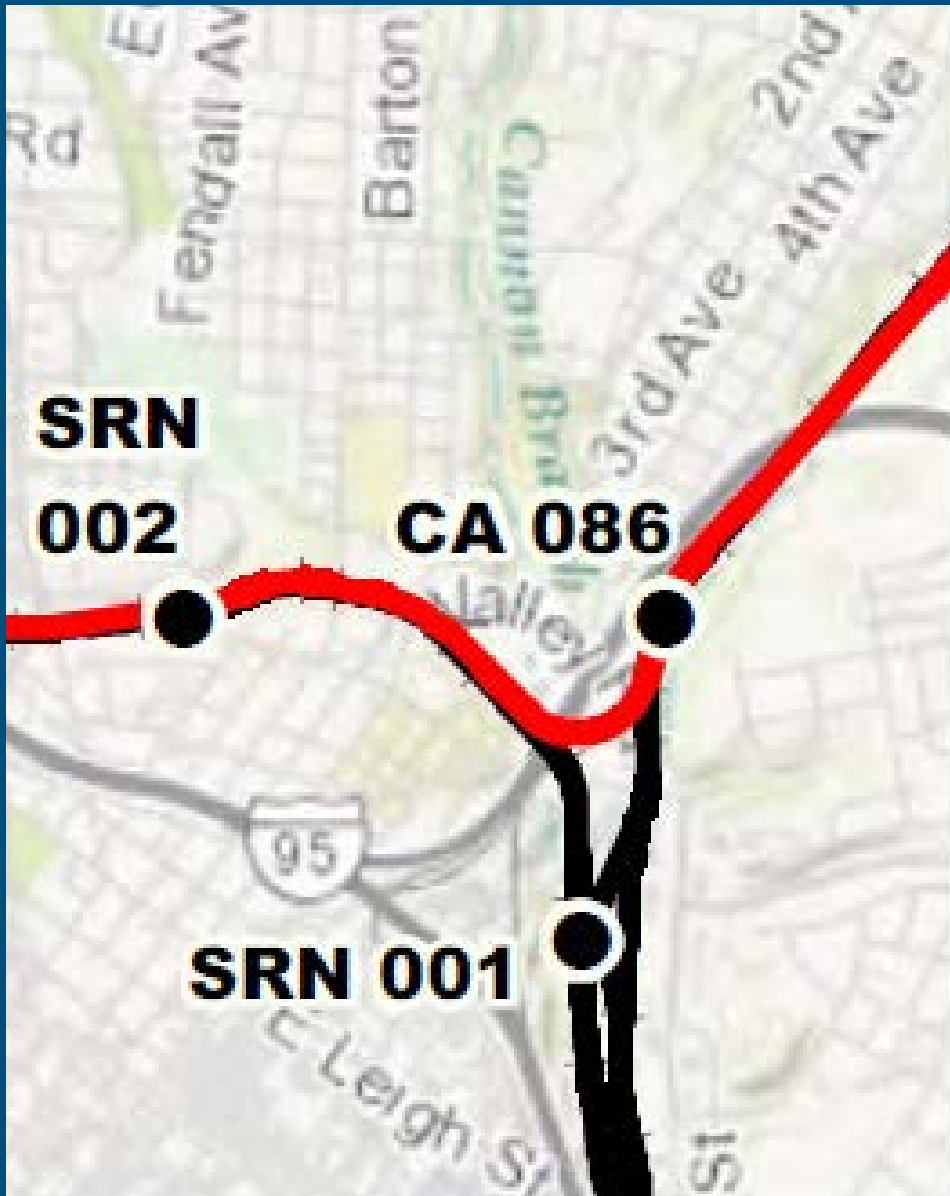
Scenario 4



- Protects historic Doswell
- Maintains access between Doswell and areas east of I-95
- Approx. one mile of new right-of-way
- New RR bridge over I-95

BBRR

Doswell Connector



- Only needed for passenger train originating in Richmond
- New connection located in industrial area under I-64 in downtown Richmond
- Impacts electrical substation and industry

BBRR

Richmond Connector