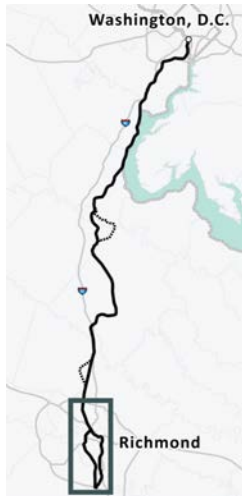


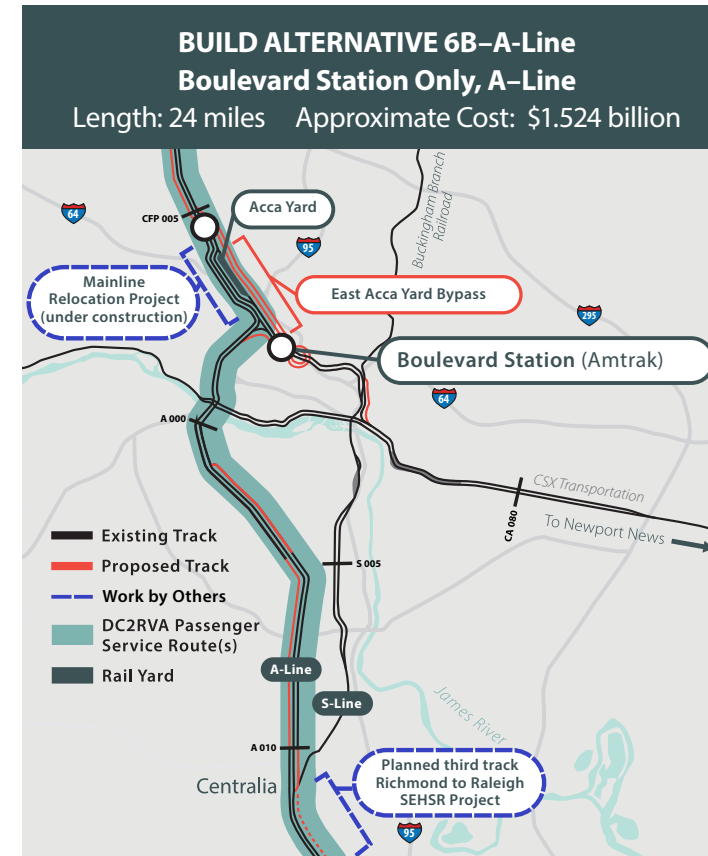
ALTERNATIVE AREA 6: RICHMOND (I-295 TO CENTRALIA)



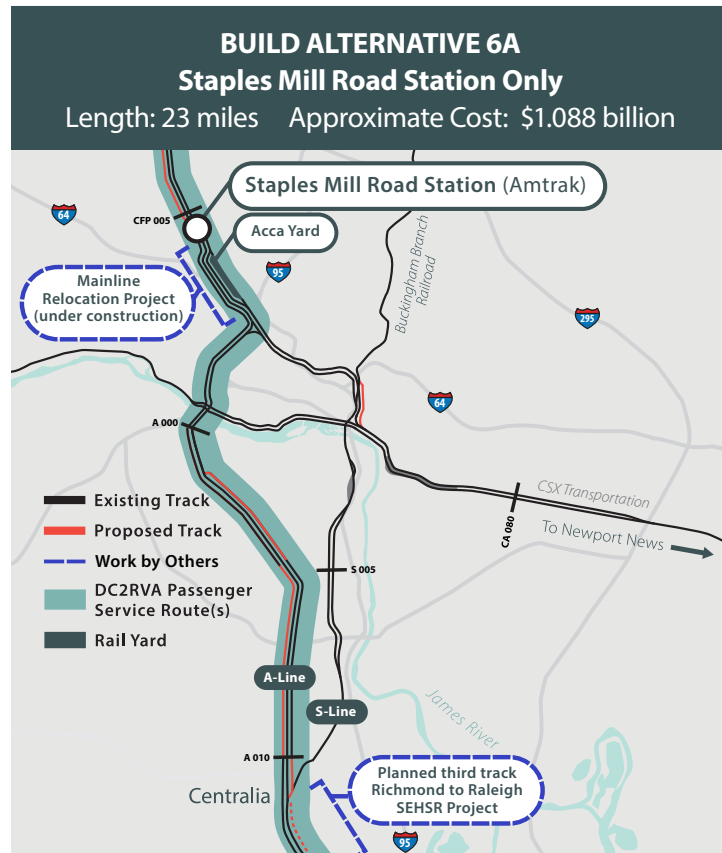
- There are eight Build Alternatives in Area 6
 - Five are single-station alternatives
 - Three are two-station alternatives (see Page 33)
- Track maximum authorized speed: ≤ 79 mph, with top speeds of 40 mph through the Acca Yard area
- All alternatives include a major waterway crossing of James River
- No changes to CSXT freight service routes due to DC2RVA passenger train routes
- Auto Train (Amtrak) does not stop in Richmond
- All roadway crossings that remain at-grade include safety improvements

SINGLE STATION ALTERNATIVES – STATION SERVICE

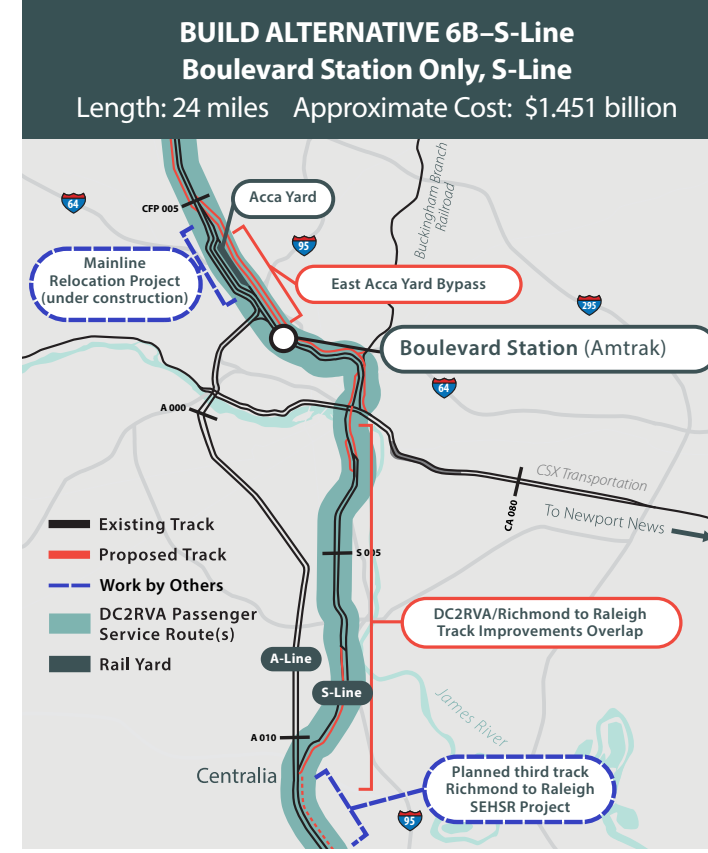
- Single station alternatives include four potential station locations:
 - Existing Staples Mill Road Station
 - Existing Main Street Station
 - Proposed Boulevard Station
 - Proposed Broad Street Station
- Use of the A-Line or the S-Line varies by alternative, based primarily on the ability to serve station locations and passenger and freight train routes
- All alternatives consolidate **Northeast Regional (SEHSR)** and **Interstate Corridor (SEHSR)** service, as well as all Amtrak Long Distance, Interstate Corridor (Carolinian), and Northeast Regional (Virginia) service, to a single station
 - All Northeast Regional service to Newport News on the S-Line
 - One Northeast Regional (SEHSR) round trip terminates at the single station



- One of two Boulevard Station-Only alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and A-Line (through Richmond), with track shifts to improve speed
- Construct new Boulevard Station to become the single passenger rail station to serve Richmond
 - Close Main Street and Staples Mill Road Stations
 - Relocate and consolidate all passenger service to the new station facility, which includes new platforms and parking, located adjacent to existing Greyhound station (station improvements identical to 6B-S-Line)
 - Elevated loop track at new station
 - May not meet FRA requirement for CBD location
- Freight and passenger rail service operating together on the A-Line, CSXT's principal freight corridor, would increase rail congestion/delay
- Close four public roadway crossings / Grade separate three at-grade roadway crossings



- One of five single-station alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and A-Line (through Richmond), with track shifts to improve speed
- Improve Staples Mill Road Station to become the single passenger rail station to serve Richmond
 - Close existing Main Street Station
 - Relocate and consolidate all passenger service to the new station facility, which includes new platforms and parking
 - Does not meet FRA requirement for Central Business District (CBD) location
- Freight and passenger rail service operating together on the A-Line, CSXT's principal freight corridor, would increase rail congestion/delay
- Close four public roadway crossings / Grade separate three at-grade roadway crossings

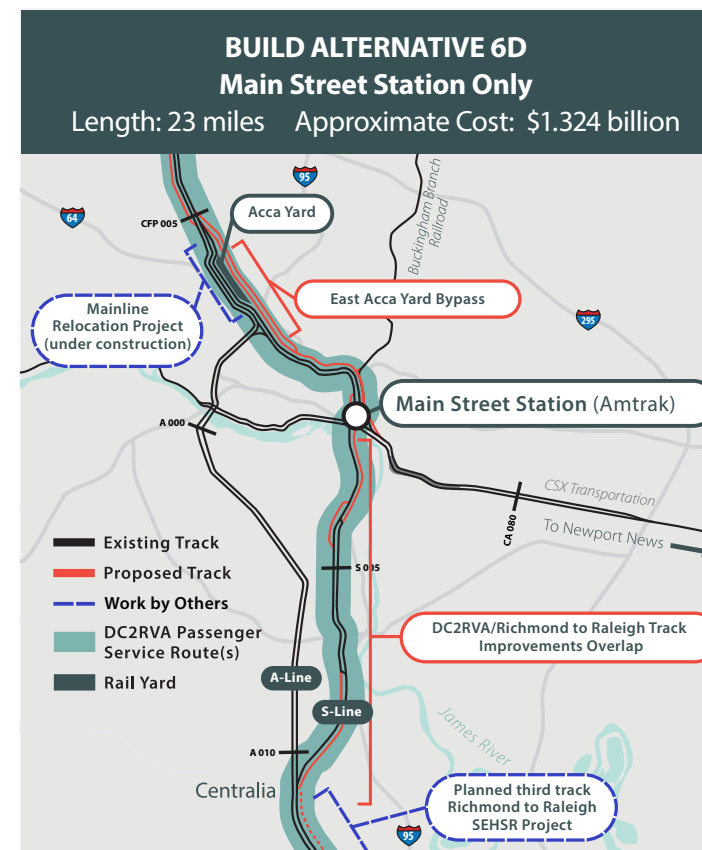
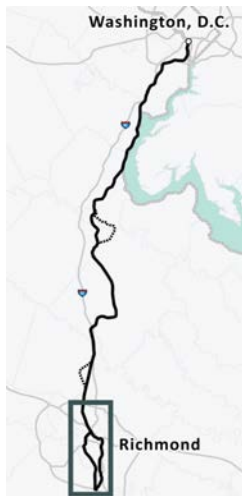


- Second of two Boulevard Station-Only alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and S-Line (through Richmond), with track shifts to improve speed
- Construct new Boulevard Station to become the single passenger rail station to serve Richmond
 - Close existing Main Street and Staples Mill Road Stations
 - Relocate and consolidate all passenger service to the new station facility, which includes new platforms and parking, located adjacent to existing Greyhound station (station improvements identical to 6B-A-Line)
 - May not meet FRA requirement for CBD location
- Locating all passenger train service that stops in Richmond to S-Line (i.e., separate from CSXT's principal freight corridor) would reduce rail congestion/delay
- Close five public roadway crossings / Grade separate four at-grade roadway crossings

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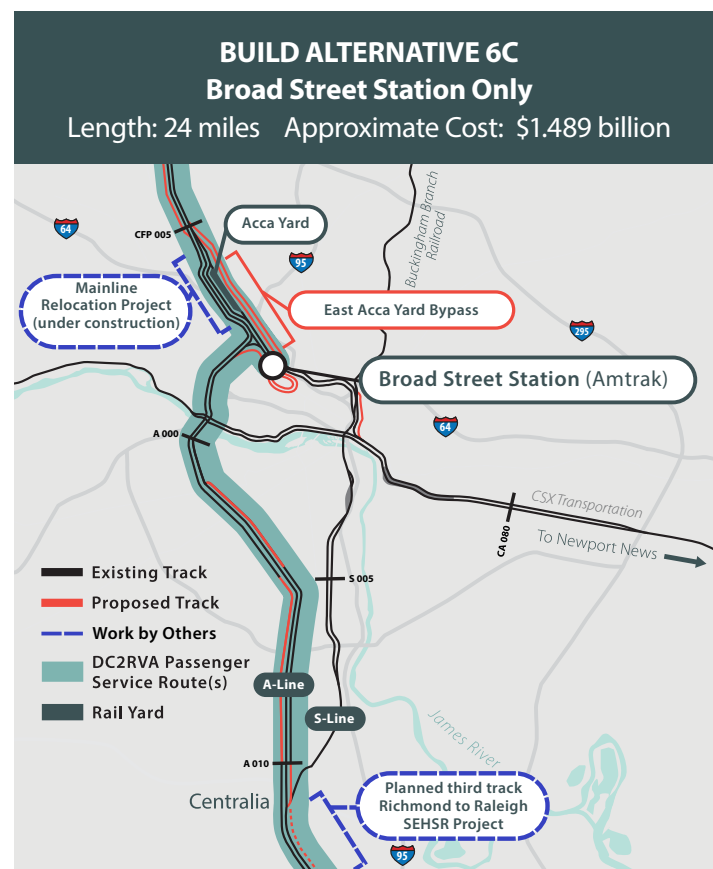
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ALTERNATIVE AREA 6: RICHMOND (I-295 TO CENTRALIA)



- One of five single-station alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and S-Line (through Richmond), with track shifts to improve speed
- Improve Main Street Station to become the single passenger rail station to serve Richmond
 - Close existing Staples Mill Road Station
 - Relocate and consolidate all passenger service to the modified station facility, which includes new platform and parking improvements
 - Potential increases in passenger and freight delay, as proximity to I-95 prevents adding sufficient station platforms / track on the west side of the station to serve all passenger trains
 - Meets FRA requirement for CBD location
- Locating all passenger train service that stops in Richmond to S-Line (i.e., separate from CSXT's principal freight corridor) would reduce rail congestion/delay
- Close five public roadway crossings / Grade separate three at-grade roadway crossings

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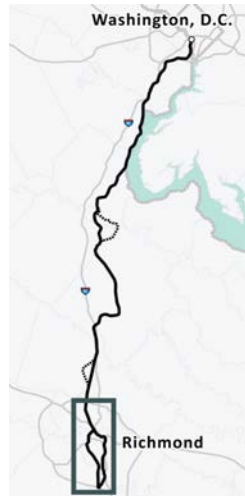


- One of five single-station alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and A-Line (through Richmond), with track shifts to improve speed
- Construct new Broad Street Station to become the single passenger rail station to serve Richmond
 - Close existing Main Street and Staples Mill Road Stations
 - Relocate and consolidate all passenger service to the new station facility, which includes new platforms and parking, adjacent to Science Museum of Virginia
 - At-grade loop track at the new station
 - Requires two new at-grade crossings on West Leigh Street adjacent to the station, which would require a variance from state code and/or coordination with VDOT
 - May not meet FRA requirement for CBD location
- Freight and passenger rail service operating together on the A-Line, CSXT's principal freight corridor, would increase rail congestion/delay
- Close four public roadway crossings / Grade separate three at-grade roadway crossings

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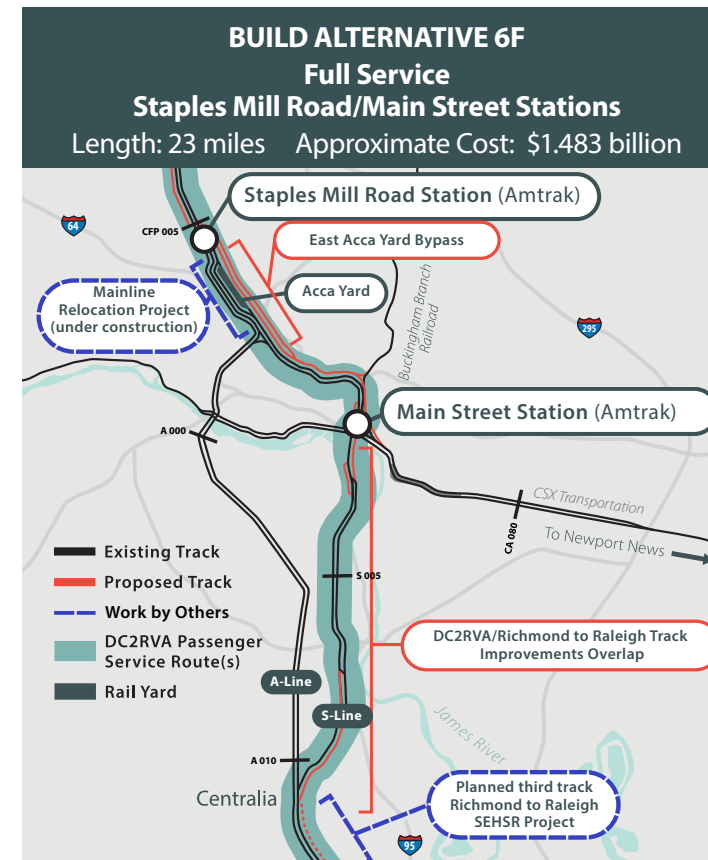


ALTERNATIVE AREA 6: RICHMOND (I-295 TO CENTRALIA)

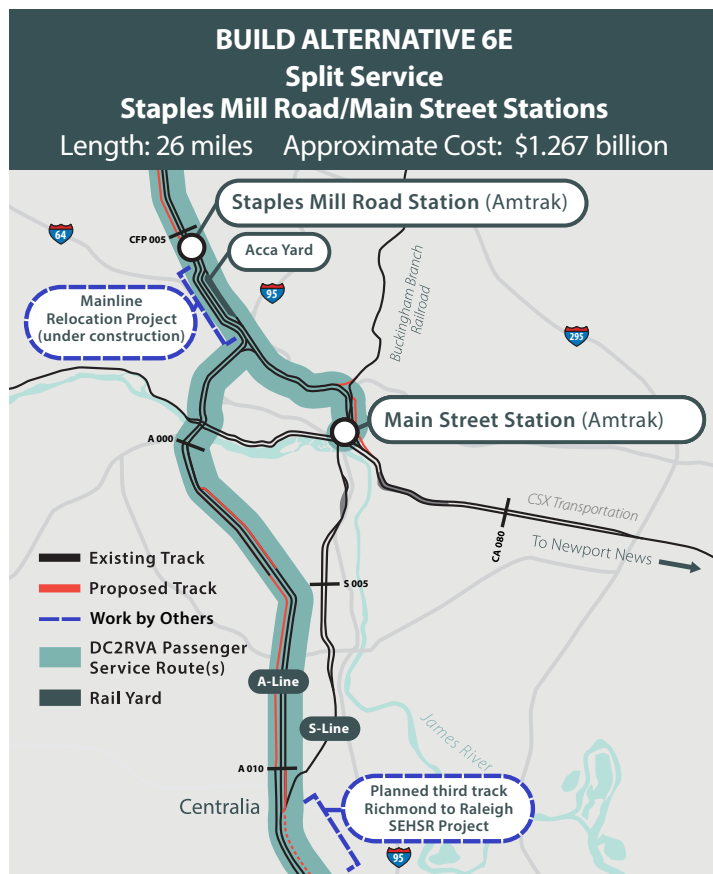


TWO-STATION ALTERNATIVES – STATION SERVICE

- There are three two-station build alternatives in Area 6
- All two-station alternatives use:
 - Existing Staples Mill Road Station
 - Existing Main Street Station
- Use of the A-Line or the S-Line varies by alternative, based primarily on the ability to serve station locations and passenger and freight train routes
- All alternatives provide **Northeast Regional (SEHSR)** and **Interstate Corridor (SEHSR)** service to at least one station; which station, as well as Amtrak Long Distance, Interstate Corridor (Carolinian), and Northeast Regional (Virginia) service, varies by alternative. *Details provided in each build alternative description as well as in Chapter 2 of the Draft EIS.*
- One Northeast Regional (SEHSR) round trip terminates at Main Street Station



- One of three two-station alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and S-Line (through Richmond), with track shifts to improve speed
- Both existing stations remain operational:
 - All intercity passenger trains, including new Interstate Corridor (SEHSR) and Northeast Regional (SEHSR) trains, that stop in Richmond serve both Staples Mill Road Station and Main Street Station
 - Improve both stations to include new / modified station buildings, platforms, and parking
 - Meets FRA requirement for CBD location
- Locating all passenger train service that stops in Richmond to S-Line, (i.e., separate from CSXT's principal freight corridor) would reduce rail congestion/delay
- Close five public roadway crossings / Grade separate three at-grade roadway crossings



- One of three two-station alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and A-Line (through Richmond), with track shifts to improve speed
- Both existing stations remain operational
 - All intercity passenger trains, including new Interstate Corridor (SEHSR) and Northeast Regional (SEHSR) trains, that stop in Richmond serve an expanded Staples Mill Road Station (new station, platforms, and parking)
 - All Northeast Regional trains to Newport News additionally stop at an improved Main Street Station (platform and parking)
 - Meets FRA requirement for CBD location
- Freight and passenger rail service operating together on the A-line, CSXT's principal freight corridor, would increase rail congestion/delay
- Close four public roadway crossings / Grade separate three at-grade roadway crossings



- One of three two-station alternatives in Area 6
- Construct one main track along portions of the RF&P (north of Richmond) and S-Line (through Richmond), with track shifts to improve speed
 - A-Line used for service but does not require proposed track
- Both existing stations remain operational:
 - Interstate Corridor (SEHSR) and Northeast Regional (SEHSR and Virginia) trains serve both stations
 - Interstate Corridor (Carolinian) and Long Distance (Amtrak) trains serve Staples Mill Road Station only
 - Station improvements at both locations include new / modified station buildings, platforms, and parking
 - Meets FRA requirement for CBD location
- Freight and passenger rail service operating together on the A-Line, CSXT's principal freight corridor, would increase rail congestion/delay
- Close five public roadway crossings / Grade separate three at-grade roadway crossings

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