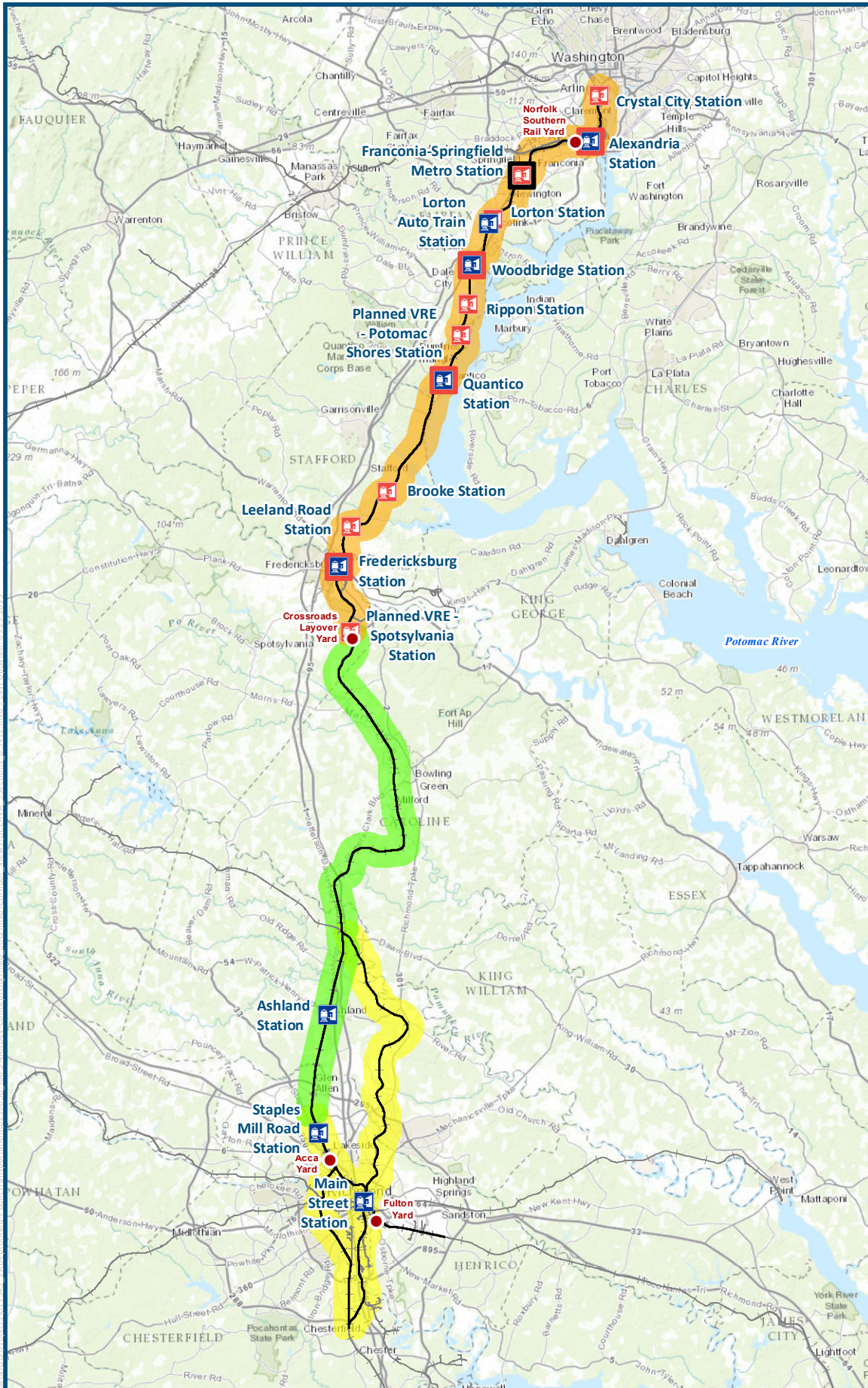


APPENDIX A: DC2RVA CORRIDOR SEGMENTS



0 6 12
Miles

1 inch = 12 miles
@ 8.5 x 11 inches

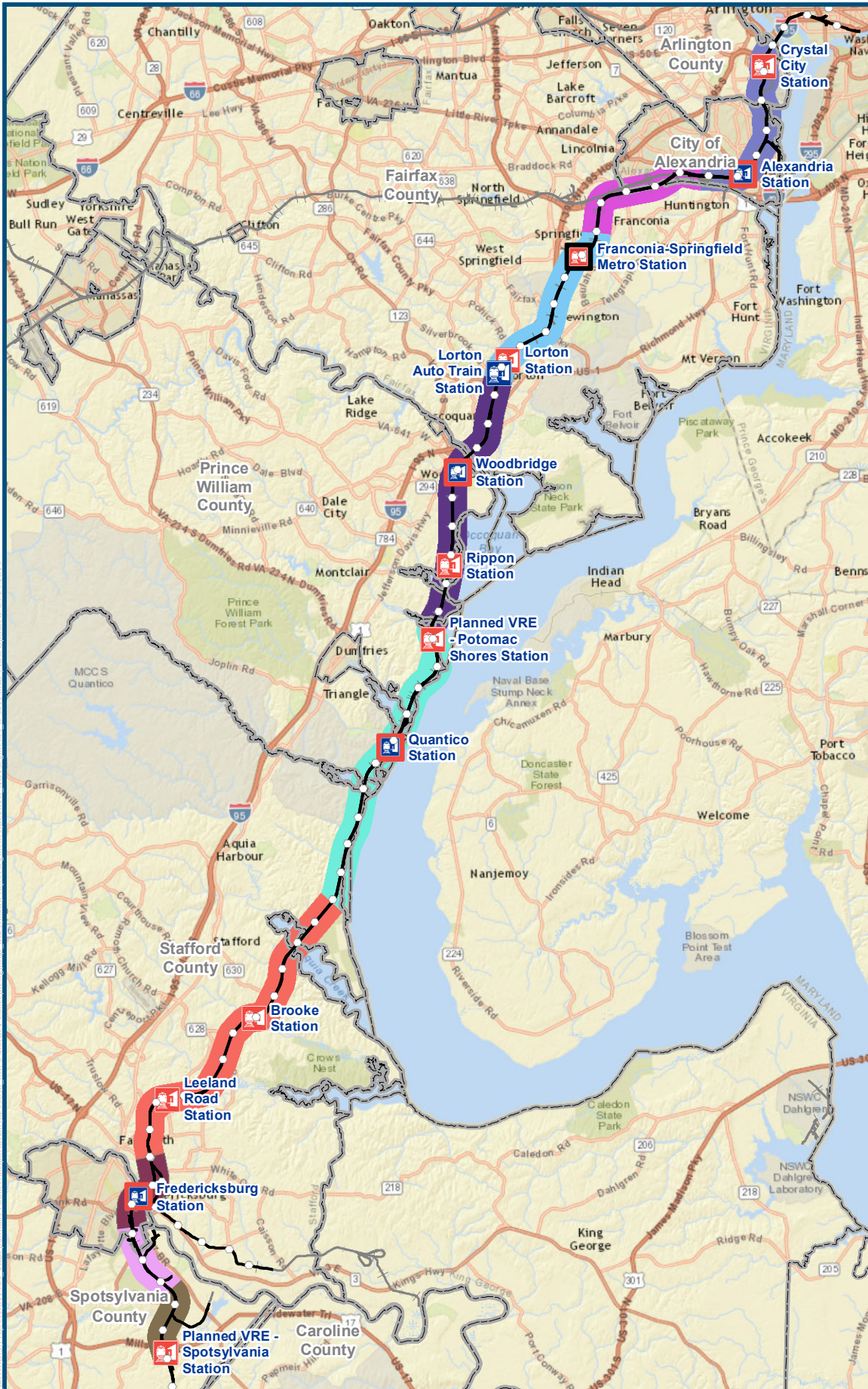
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4503 Feet
North American Datum of 1983

Basemap Source: 2015 Esri
World Topographic Map

- ### Legend
- DC2RVA Rail Lines
 - Virginia Rail Lines
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - VRE/WMATA Station
 - Yards

- ### DC2RVA Corridor Sections
- Northern Virginia (NOV)
 - Central Virginia (CEN)
 - Richmond Area (RIC)

DC2RVA Corridor Sections



0 2.5 5
Miles

1 inch = 5 miles
@ 8.5 x 11 inches

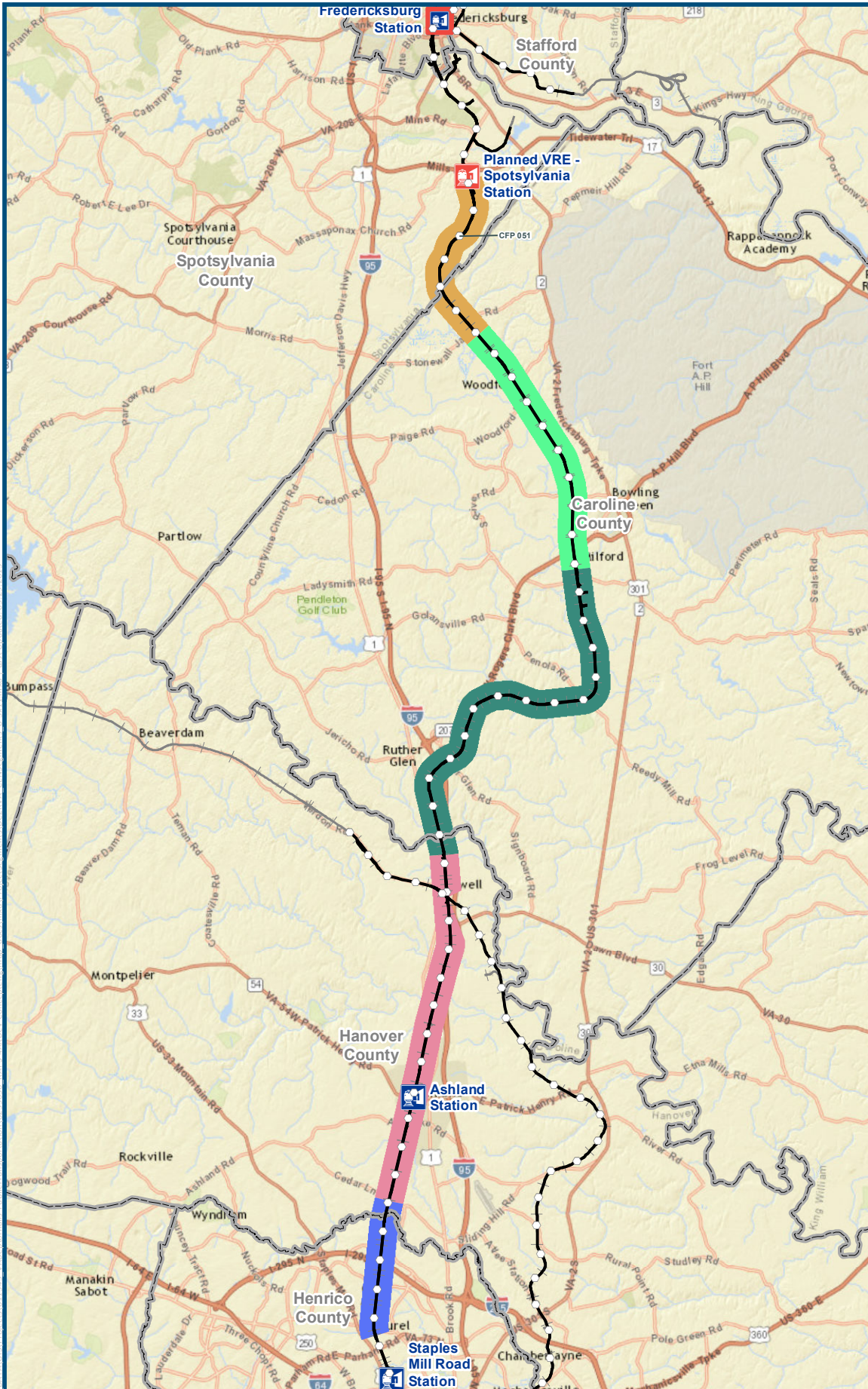
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: ESRI World Street Map

- ### Legend
- Mileposts
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - VRE/WMATA Station
 - County/City Boundaries

- ### DC2RVA Project Segments
- 1: Rosslyn Junction to Alexandria (ROAF)
 - 2: Alexandria to Franconia (AFFR)
 - 3: Franconia to Lorton (FRLO)
 - 4: Lorton to Powells Creek (LOPC)
 - 5: Powells Creek to Arkendale (PCAR)
 - 6: Arkendale to Dahlgren Junction (ARDJ)
 - 7: Dahlgren Junction To Fredericksburg (DJFB)
 - 8: Fredericksburg to Hamilton (FBHA)
 - 9: Hamilton to Crossroads (HAXR)

NOV Section Project Segments



0 2.5 5
Miles

1 inch = 5 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: ESRI World Street Map

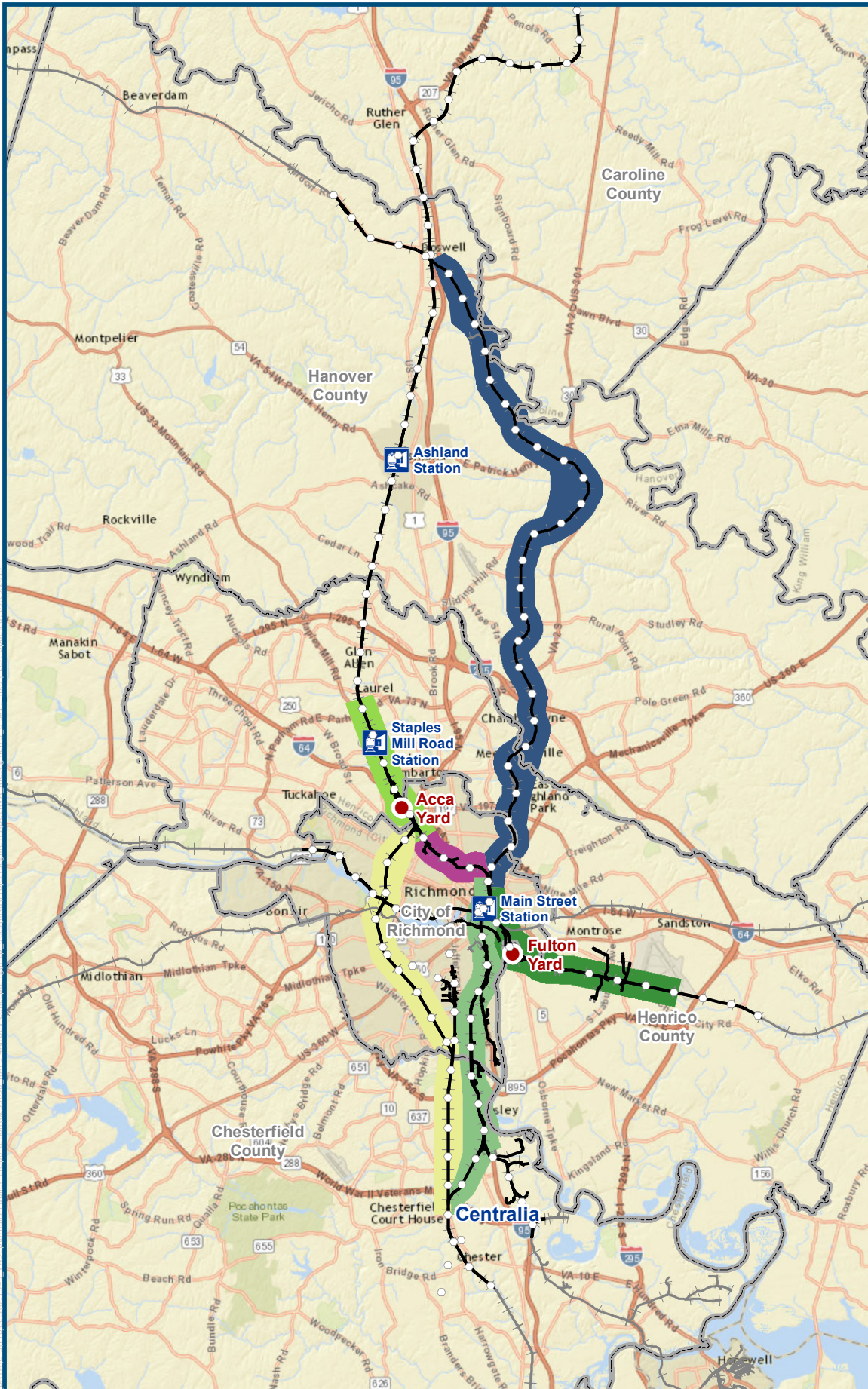
Legend

- Mileposts
- Amtrak Station
- VRE Station
- Amtrak/VRE Station
- County/City Boundaries

DC2RVA Project Segments

- 10: Crossroads to Guinea (XRGU)
- 11: Guinea to Milford (GUMD)
- 12: Milford to North Doswell (MDND)
- 13: North Doswell to Elmont (NDEL)
- 14: Elmont to Greendale (ELGN)

CEN Section Project Segments



0 2.5 5
Miles

1 inch = 5 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: ESRI World Street Map

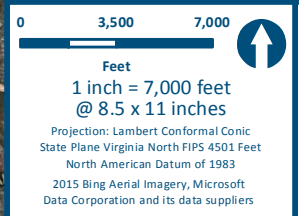
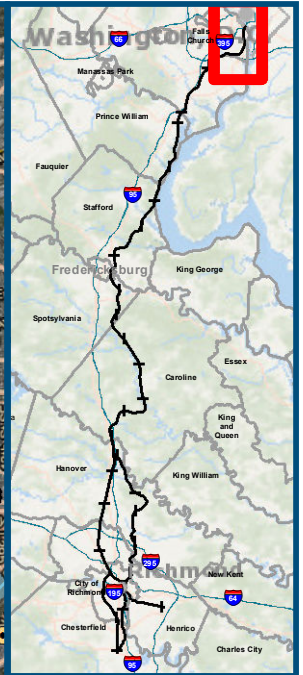
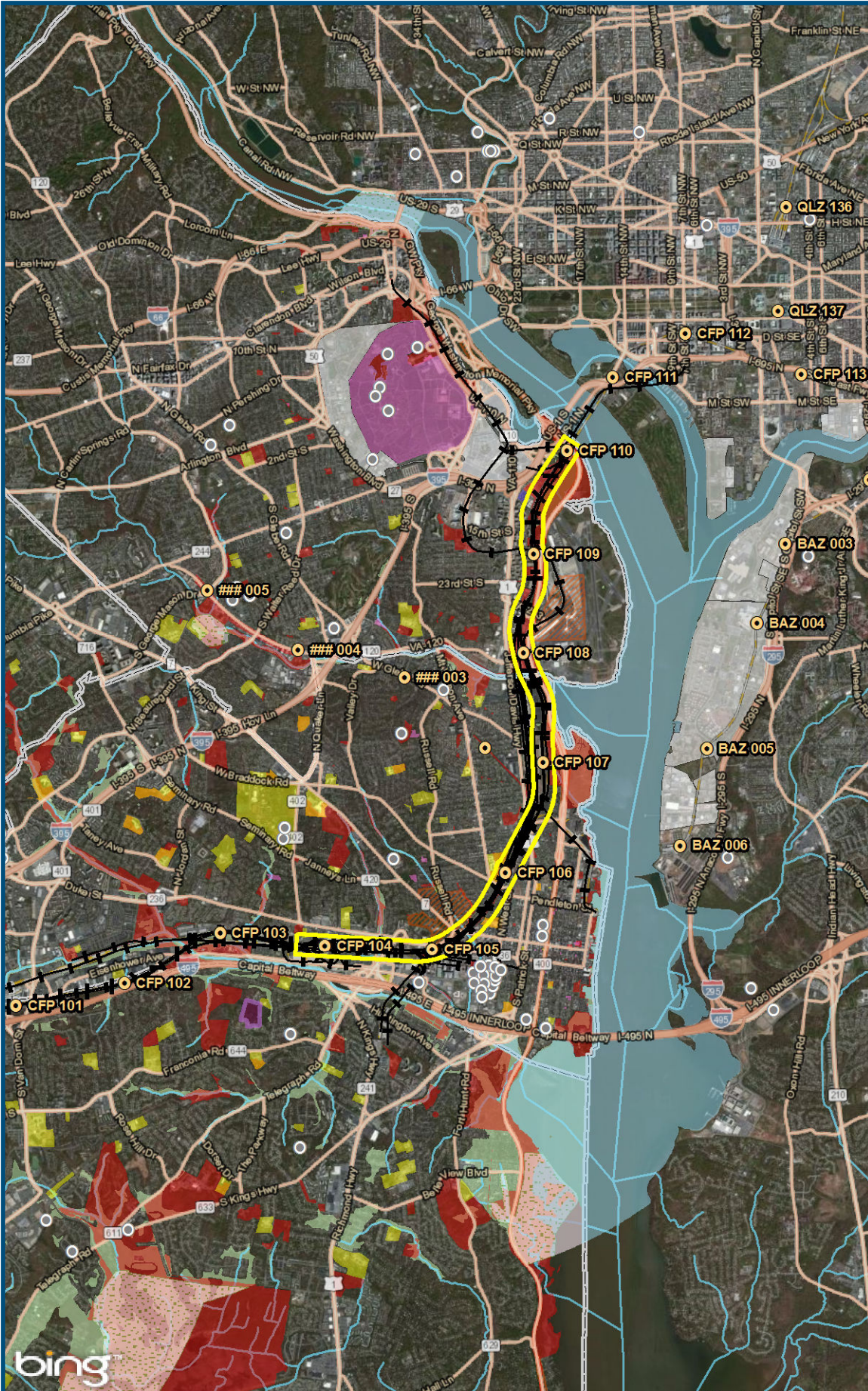
- ### Legend
- Mileposts
 - Amtrak Station
 - Yards
 - County/City Boundaries
- ### DC2RVA Project Segments
- 15: Greendale to South Acca Yard/ West Acca Yard (GNSA)
 - 16: SAY/WAY to AM Junction (Heritage Lead) (SAAM)
 - 17: AM Junction to Centralia - S Line (AMCE)
 - 18: West Acca Yard to Centralia - A Line (WACE)
 - 19: AM Junction to Beulah (Peninsula Sub.) (AMBE)
 - 20: Buckingham Branch (BBRR)

**RIC Section
Project Segments**



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- ### Legend
- Existing CSXT Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
 - Parks
 - Cultural: High Priority Areas
 - Wildlife Refuges
 - Military Installations
 - Cemeteries
 - Virginia Outdoors Foundation Protected Easements
 - Natural Heritage Screening Coverage
 - SUPERFUND/CERCLA/NPL Sites
 - Wetlands
 - Conservation Lands
 - Wetland Mitigation Banks
 - Agricultural & Forestal Districts
 - Streams

Segment 1: ROAF Rosslyn Junction to Alexandria

1.0 ROSSLYN TO ALEXANDRIA (ROAF)

- **North end:** CFP 110, south of the Long Bridge crossing of the Potomac River
- **South end:** CFP 103.7, Alexandria
- **Segment distance:** 6.3 miles
- **Localities:** Arlington County, City of Alexandria

1.1 Existing Stations

- Crystal City Station, CFP 108.60: Single side platform on western track, currently served by the VRE Fredericksburg and Manassas Lines
- Alexandria Union Station, CFP 105.30: Side platform on western track, island platform serving the center track (eastern track is not accessible by a platform), currently served by Amtrak and the VRE Fredericksburg and Manassas Lines

1.2 Existing Tracks

- CFP 110.0 to CFP 109.3: Three mainline tracks and one ½ mile long double-ended siding
- CFP 109.3 to CFP 103.7: Three mainline tracks
- CFP 106.3: Industrial lead from the eastern track
- CFP 104.3: Fourth track leading to Norfolk Southern line on the west side. A ¼ mile long siding track and a set-out track is to the west of the fourth track. To the east, there are three tracks that also lead to the Norfolk Southern tracks, with a connection to the mainline at CFP 104.4.

1.3 Rail Bridges Over Bodies of Water

- CFP 107.86: Four Mile Run, 380 ft long 3-track bridge. This bridge has width to carry a fourth track. The Four Mile Run Trail crosses under north end of bridge.

1.4 Other Rail Bridges

Grade separated crossings over the following are found within this segment:

- CFP 110.05: George Washington Memorial Parkway
- CFP 109.32: WMATA Metrorail Yellow/Blue Line Tunnel
- CFP 108.59: Mount Vernon Trail (trail in culvert under tracks)
- CFP 105.85: East Braddock Road
- CFP 105.37: Commonwealth Avenue
- CFP 105.30: King Street (Route 7)

1.5 Road/Pedestrian Bridges Over Tracks

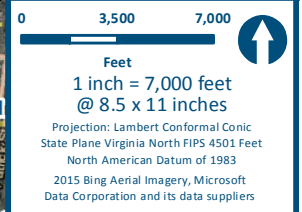
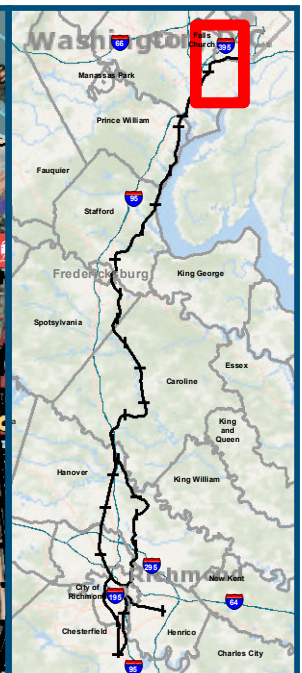
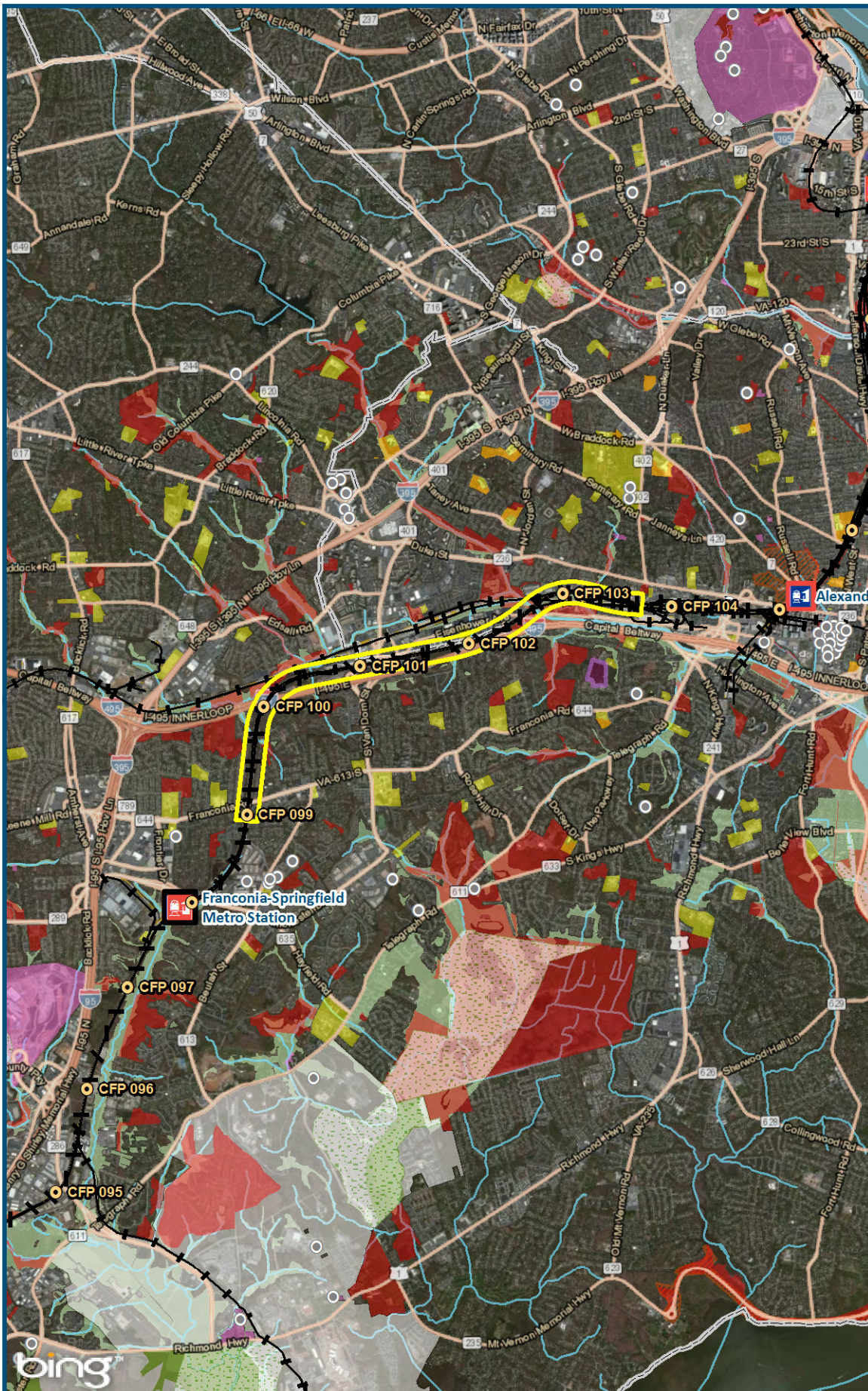
There are crossings over the tracks at the following locations:

- CFP 108.47: Route 233 (Airport Access Road). Suitable width under bridge to support additional tracks on east and west sides.
- CFP 106.43: Route 1 (Jefferson Davis Highway). Suitable width under bridge to support additional tracks on east and west sides.
- CFP 105.05: Duke Street. Suitable width under bridge to support additional track on west side.
- CFP 104.57: Telegraph Road. No suitable width under bridge for additional tracks.

1.6 Road/Pedestrian At-grade Crossings

There are no at-grade crossings found in this segment.

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- ### Legend
- Existing CSXT Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
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Segment 2: AFFR Alexandria to Franconia



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2.0 ALEXANDRIA TO FRANCONIA (AFFR)

- **North end:** CFP 103.7, Alexandria
- **South end:** CFP 99.0, south of Franconia Road
- **Segment distance:** 4.7 miles
- **Localities:** City of Alexandria, Fairfax County

2.1 Existing Stations

There are no existing Amtrak or VRE stations within this track segment.

2.2 Existing Tracks

- Three mainline tracks for the entire length of this segment.
- A side track (approx. 500 ft long) is east of the tracks at CFP 99.4.

2.3 Rail Bridges Over Bodies of Water

- CFP 103.25: Small unnamed stream that feeds into Lake Cook, culvert
- CFP 102.72: Cameron Run, pipe crossing

2.4 Other Rail Bridges

Grade separated crossings over the following are found within this segment:

- CFP 102.86: Norfolk Southern Railway tracks
- CFP 102.76: Holmes Run Trail
- CFP 102.60: Eisenhower Avenue
- CFP 102.15: Eisenhower Avenue Connector/Clermont Avenue
- CFP 101.07: South Van Dorn Street

2.5 Road/Pedestrian Bridges Over Tracks

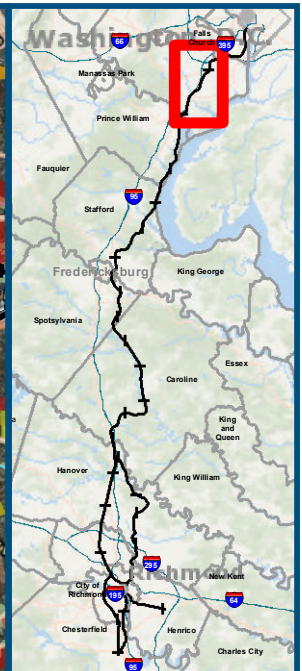
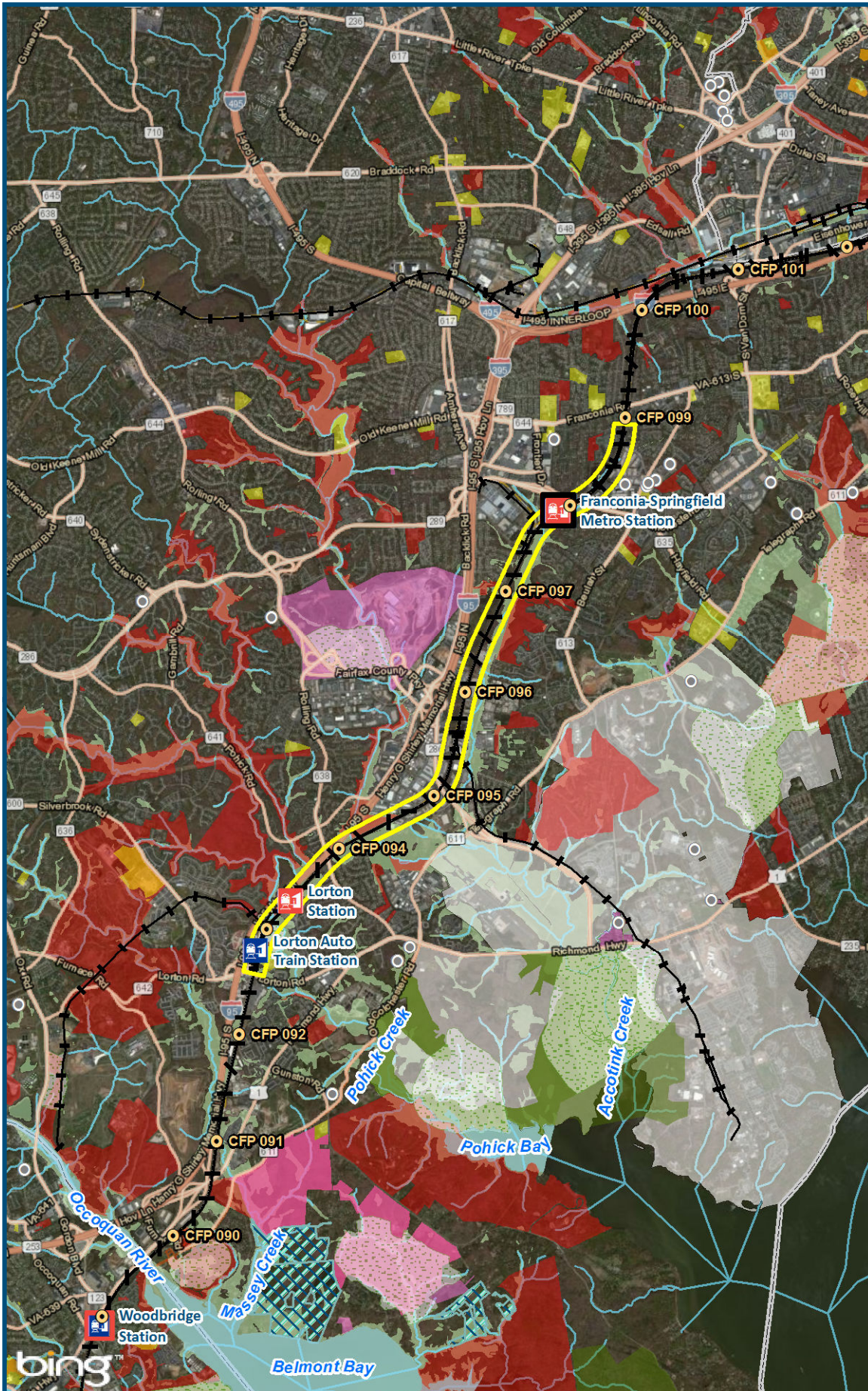
There are crossings over the tracks at the following locations:

- CFP 101.82: WMATA Metrorail (Blue Line)
- CFP 100.07: Interstate 95/495. No suitable width under bridge for additional tracks.
- CFP 99.08: Franconia Road. Suitable width under bridge for additional track on west side.

2.6 Road/Pedestrian At-grade Crossings

There are no at-grade crossings found in this segment.

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0 3,500 7,000

Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
Data Corporation and its data suppliers

- ### Legend
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**Segment 3: FRLO
Franconia to Lorton**



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3.0 FRANCONIA TO LORTON (FRLO)

- **North end:** CFP 99.0, south of Franconia Road
- **South end:** CFP 92.6, near Amtrak's Lorton Auto Train Station
- **Segment distance:** 6.4 miles
- **Locality:** Fairfax County

3.1 Existing Stations

- Franconia-Springfield VRE Station, CFP 97.87: Side platforms adjacent to eastern and western tracks, currently served by VRE Fredericksburg Line. The platform serving the western track is approximately 140 ft long and cannot accommodate all cars of a VRE train at once.
- Lorton VRE Station, CFP 93.36: Single side platform on eastern track, currently served by VRE Fredericksburg Line
- Lorton Auto Train Station, CFP 92.83: Single side platform on lead track used exclusively for Amtrak Auto Train service

3.2 Existing Tracks

- Between CFP 98.0 and CFP 99.0: Three mainline tracks
- South of CFP 98.0: Two mainline tracks
- Between CFP 95.4 and CFP 95.7: Siding tracks on the west side and an industrial lead track on the east side
- CFP 94.7: Industrial lead connected to the west track
- CFP 92.6 to CFP 93.0: Lead track for the Amtrak Auto Train station runs parallel to the mainline on the west side, connected to the west track south of this segment (at CFP 91.9)

3.3 Rail Bridges Over Bodies of Water

- CFP 98.21: Long Branch, pipe crossing
- CFP 98.02: Long Branch, pipe crossing
- CFP 96.04: Unnamed creek, culvert
- CFP 94.07: Accotink Creek, 90 ft long bridge
- CFP 93.52: Unnamed creek, culvert
- CFP 93.14: Pohick Creek, 90 ft long bridge

3.4 Other Rail Bridges

A grade separated crossing of the following is found within this segment:

- CFP 95.74: Newington Road

3.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

- CFP 98.09: Franconia-Springfield Parkway (Route 289). No suitable width under bridge for additional tracks.
- CFP 97.87: Pedestrian bridge over tracks for Franconia-Springfield VRE Station
- CFP 95.30: Backlick Road (Route 7100). No suitable width under bridge for additional tracks.
- CFP 95.14: Fairfax County Parkway (Route 286). Suitable width under bridge for additional track on east side.
- CFP 93.79: Pohick Road (Route 638). Suitable width under bridge for additional track on west side.

3.6 Road/Pedestrian At-grade Crossings

There are no at-grade crossings found in this segment.

4.0 LORTON TO POWELLS CREEK (LOPC)

- **North end:** CFP 92.6, near Amtrak's Lorton Auto Train Station
- **South end:** CFP 83.4, south of Powells Creek
- **Segment distance:** 9.2 miles
- **Localities:** Fairfax County, Prince William County

4.1 Existing Stations

- Woodbridge Station, CFP 89.10: Side platforms on eastern and western tracks, currently served by Amtrak regional trains and the VRE Fredericksburg Line
- Rippon VRE Station, CFP 85.30: Single side platform on eastern track, currently served by VRE Fredericksburg Line

4.2 Existing Tracks

- Between CFP 92.6 and CFP 91.9: Two mainline tracks and lead to the Lorton Amtrak Auto Train Station
- South of CFP 91.9: Two mainline tracks
- CFP 91.5: Industrial lead from the eastern track
- CFP 89.2: Approximately 500 feet of remnant tracks not connected to the mainline on the west side
- CFP 87.0: Industrial lead from the eastern track, as well as remnant tracks on the west side not connected to the mainline

4.3 Rail Bridges Over Bodies of Water

- CFP 91.00: Giles Run, pipe crossing
- CFP 90.00: Occoquan River, 920 ft double track bridge. Marina Way crosses under south end of bridge.
- CFP 88.35: Marumsco Creek, pipe crossing
- CFP 87.65: Marumsco Acres Lake, pipe crossing
- CFP 86.80: Farm Creek, 25 ft double track bridge
- CFP 86.10: Unnamed creek, 20 ft double track bridge
- CFP 84.70: Neabsco Creek, 740 ft double track bridge
- CFP 83.50: Powells Creek, 1,200 ft double track bridge. Daniel K. Ludwig Drive crosses under north end of bridge.

4.4 Other Rail Bridges

Grade separated crossings of the following are found within this segment:

- CFP 92.58: Lorton Road (Route 642)
- CFP 90.63: Jefferson Davis Highway (Route 1)
- CFP 90.04: Furnace Road (Route 611)

4.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

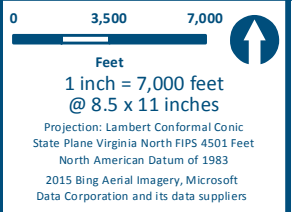
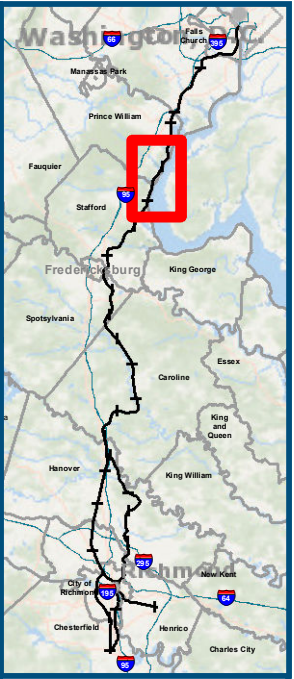
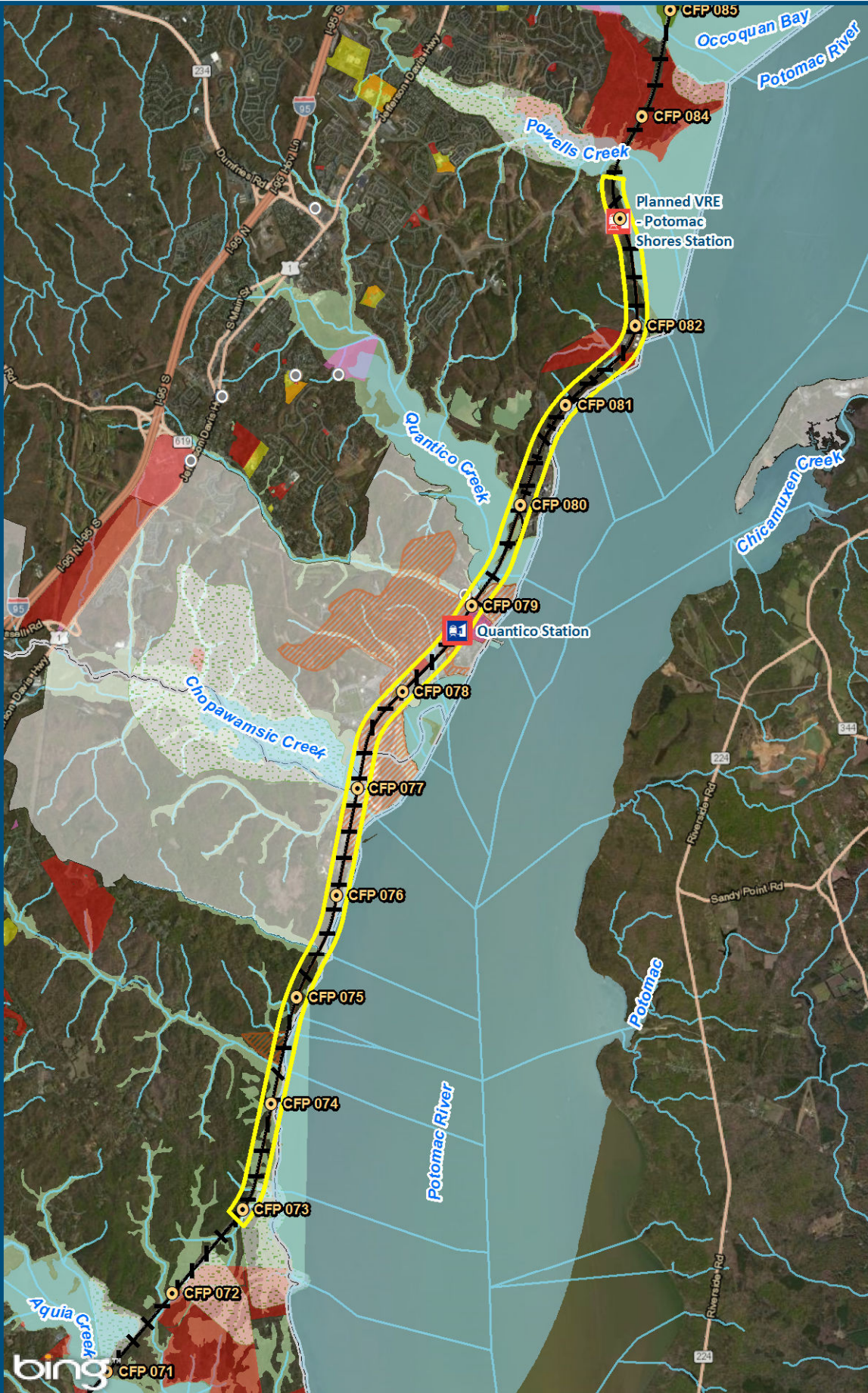
- CFP 89.24: Railroad Avenue
- CFP 89.10: Pedestrian bridge over tracks at Woodbridge Station
- CFP 88.80: Dawson Beach Road (Route 687). Suitable width under bridge for additional track on west side.
- CFP 87.82: Pedestrian bridge over tracks at Veterans Memorial Park
- CFP 85.30: Pedestrian bridge over tracks at Rippon Station

4.6 Road/Pedestrian At-grade Crossings

There is one at-grade crossing in this segment:

- CFP 86.85: Featherstone Road (Route 636)

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- ### Legend
- Existing CSXT Track
 - Mileposts
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 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
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**Segment 5: PCAR
Powells Creek to
Arkendale**



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5.0 POWELLS CREEK TO ARKENDALE (PCAR)

- **North end:** CFP 83.4, south of Powells Creek
- **South end:** CFP 72.9, Arkendale
- **Segment distance:** 10.5 miles
- **Localities:** Prince William County, Stafford County

5.1 Existing Stations

- Quantico Station, CFP 78.80: Side platforms along the eastern and western tracks, currently served by Amtrak regional and interstate corridor trains and the VRE Fredericksburg Line

The planned Potomac Shores VRE station is within this segment at CFP 82.95.

5.2 Existing Tracks

- Two mainline tracks throughout this segment
- CFP 82.4: industrial lead off of the western track
- CFP 81.2 to CFP 79.6: controlled siding, double-ended on the east side
 - Industrial leads from this siding at CFP 80.0, CFP 80.05, and CFP 80.7
- CFP 78.0: industrial lead from the western track

5.3 Rail Bridges Over Bodies of Water

- CFP 79.20: Quantico Creek, two bridges. Original bridge to the east is approximately 1,975 ft long with single track. New bridge to the west constructed in 2008 is approximately 1,760 ft long; it currently has one track but can accommodate another track (on the west side).
- CFP 79.08: Little Creek, pipe crossing
- CFP 77.20: Chopawamsic Creek, 170 ft double track bridge
- CFP 75.57: Tank Creek, culvert
- CFP 74.20: Widewater Creek, 45 ft double track bridge

5.4 Other Rail Bridges

A grade separated crossing of the tracks over the following road is in this segment:

- CFP 78.60: Martin Street
- CFP 74.75: Private street (Wright's crossing/Osterman)

5.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

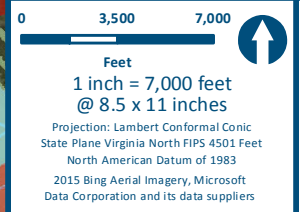
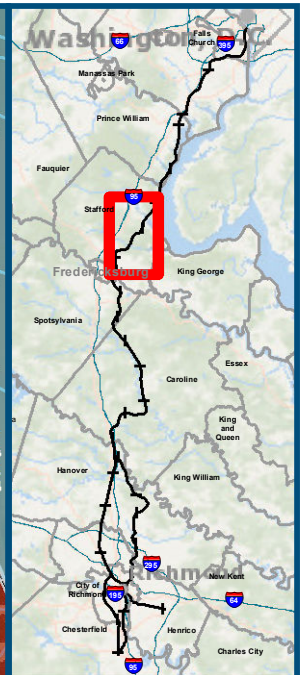
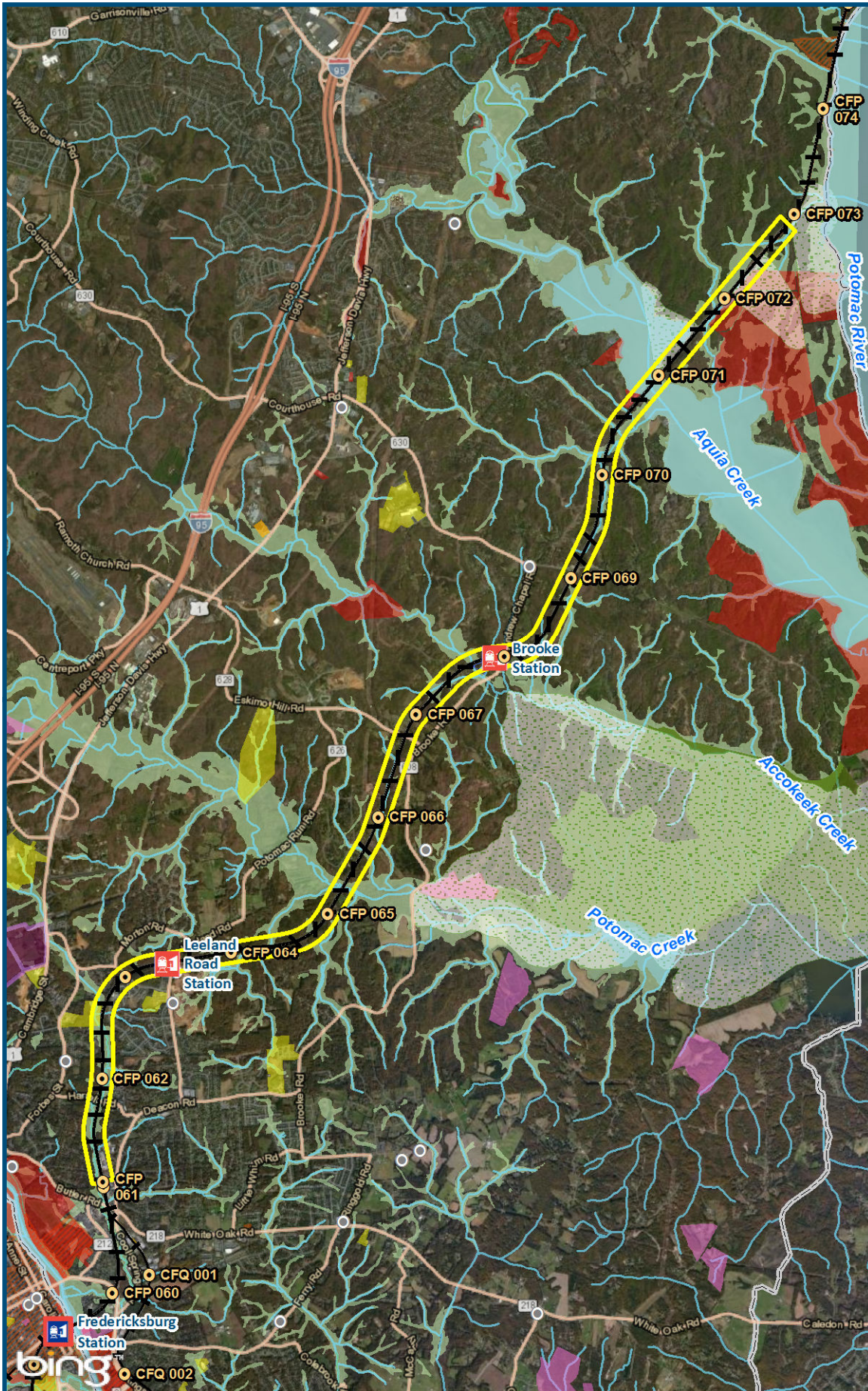
- CFP 81.87: Industrial pedestrian bridge
- CFP 80.02: Possum Point Road (Route 633). No suitable width under bridge for additional tracks.
- CFP 77.50: Bauer Road
- CFP 76.68: Pedestrian bridge over tracks

5.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CFP 82.38: Cherry Hill Road
- CFP 78.83: Potomac Avenue
- CFP 78.11: Epperson Avenue
- CFP 76.70: Flemming Street
- CFP 74.20: Private crossing
- CFP 73.10: Lee's Crossing

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**Segment 6: ARDJ
Arkendale to
Dahlgren Junction**

6.0 ARKENDALE TO DAHLGREN JUNCTION (ARDJ)

- **North end:** CFP 72.9, Arkendale
- **South end:** CFP 60.7, north of Dahlgren Junction
- **Segment distance:** 12.2 miles
- **Locality:** Stafford County

6.1 Existing Stations

- Brooke Station, CFP 67.91: Single side platform on eastern track, currently served by VRE Fredericksburg Line
- Leeland Road Station, CFP 63.41: Single side platform on eastern track, currently served by VRE Fredericksburg Line

6.2 Existing Tracks

- Two mainline tracks throughout this segment
- CFP 71.55: Side track on west side
- CFP 68.55: Side track on east side
- CFP 61.32: Industrial lead from the eastern track
- CFP 61.06: Connection to CSXT Dahlgren Spur from eastern track
- CFP 60.70: Side track on west side

6.3 Rail Bridges Over Bodies of Water

- CFP 72.26: Tributary of Boars Creek, pipe crossing
- CFP 71.86: Boars Creek, pipe crossing
- CFP 70.78: Aquia Creek, 1,310 ft double track bridge. Private road crosses under south end of bridge.
- CFP 70.40: Unnamed creek, pipe crossing
- CFP 70.16: Unnamed creek, pipe crossing
- CFP 67.69: Accokeek Creek, pipe crossing
- CFP 67.35: Unnamed creek, pipe crossing
- CFP 65.65: Unnamed creek, pipe crossing
- CFP 65.25: Potomac Creek, 410 ft double track wooden bridge. Leeland Road (Route 626) crosses under south end of bridge.
- CFP 62.60: Claiborne Run, culvert
- CFP 61.79: Claiborne Run/Harrell Road (Route 623), 45 ft double track bridge

6.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following roads are in this segment:

- CFP 68.01: Andrew Chapel Road (Route 629)

6.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

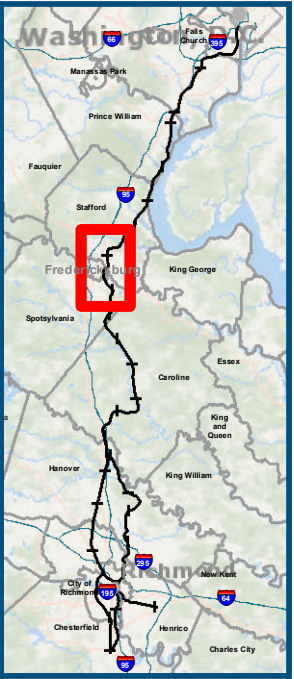
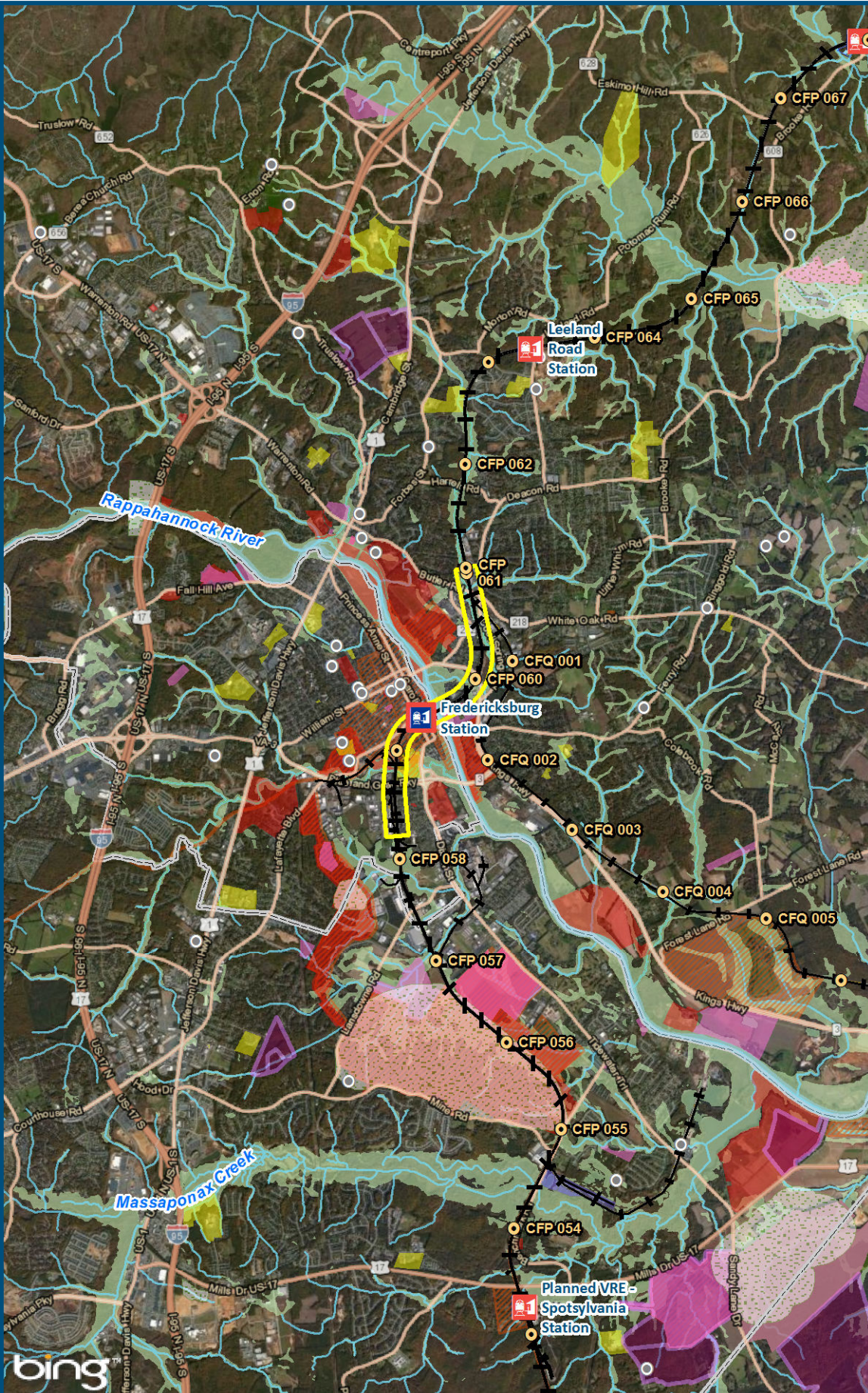
- CFP 69.09: Courthouse Road (Route 630). Suitable width under bridge for additional track on west side.
- CFP 66.77: Eskimo Hill Road (Route 628). No suitable width under bridge for additional tracks.
- CFP 63.47: Leeland Road (Route 626). No suitable width under bridge for additional tracks.
- CFP 63.02: Primmer House Road (Route 624). Suitable width under bridge for additional tracks on east or west sides.
- CFP 60.81: White Oak Road (Route 218).

6.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CFP 72.34: Brent Point Road (Route 658)
- CFP 67.57: Mount Hope Church Road (Route 677)

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0 3,500 7,000

Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
Data Corporation and its data suppliers

- ### Legend
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Segment 7: DJFB Dahlgren Junction to Fredericksburg



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7.0 DAHLGREN JUNCTION TO FREDERICKSBURG (DJFB)

- **North end:** CFP 60.7, north of Dahlgren Junction
- **South end:** CFP 58.2, Fredericksburg
- **Segment distance:** 2.5 miles
- **Localities:** Stafford County, City of Fredericksburg

7.1 Existing Station

- Fredericksburg Station, CFP 59.38: Side platforms along each of the two tracks, currently served by Amtrak regional, interstate corridor, and long distance trains and VRE Fredericksburg Line

7.2 Existing Tracks

- Two tracks from CFP 60.6 (Dahlgren Junction) to CFP 58.9
- South of CFP 58.9: siding tracks to the west
 - CFP 58.9 to CFP 58.67: Four tracks total (3 mainline, 1 west)
 - CFP 58.67 to CFP 58.50: Five tracks total (3 mainline, 2 west)
 - CFP 58.50 to CFP 58.20: Six tracks total (3 mainline, 3 west)
 - CFP 58.20: Industrial lead tracks diverge from both the westernmost siding track and the eastern main track

7.3 Rail Bridges Over Bodies of Water

- CFP 60.58: Claiborne Run, pipe crossing
- CFP 60.00: Claiborne Run, pipe crossing
- CFP 59.57: Rappahannock River, 900 ft double track bridge. Sophia Street crosses under south end of bridge.
- CFP 59.04: Hazel Run, pipe crossing

7.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following roads are in this segment:

- CFP 60.58: Old White Oak Road/Claiborne Run
- CFP 59.98: Naomi Road (Route 607)
- CFP 59.41: Caroline Street
- CFP 59.35: Princess Anne Street
- CFP 59.28: Charles Street (Route 17 Business)

7.5 Road/Pedestrian Bridges Over Tracks

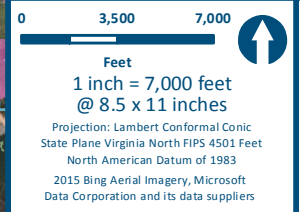
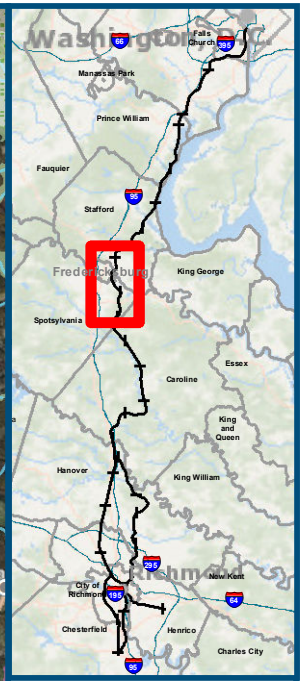
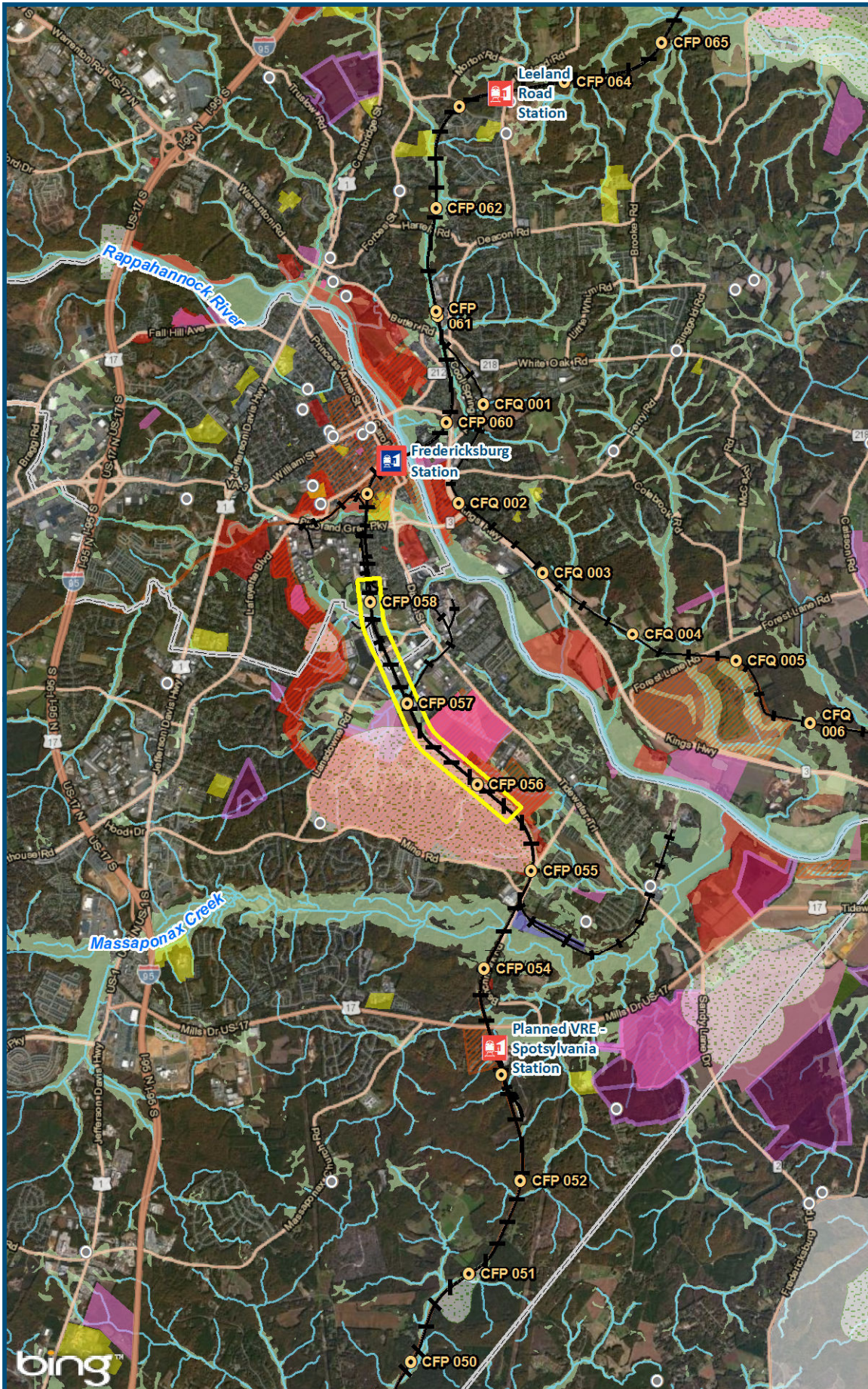
There are crossings over the tracks at the following locations:

- CFP 60.04: Kings Highway (Route 3 Business). No suitable space under this bridge for additional tracks.
- CFP 58.90: Blue and Gray Parkway (Route 3)

7.6 Road/Pedestrian At-grade Crossings

There are no at-grade crossings of the tracks in this segment.

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- ### Legend
- Existing CSXT Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
 - Parks
 - Cultural: High Priority Areas
 - Wildlife Refuges
 - Military Installations
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Segment 8: FBHA Fredericksburg to Hamilton



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8.0 FREDERICKSBURG TO HAMILTON (FBHA)

- **North end:** CFP 58.2, Fredericksburg
- **South end:** CFP 55.6, near Hamilton Crossing
- **Segment distance:** 2.6 miles
- **Localities:** City of Fredericksburg, Spotsylvania County

8.1 Existing Stations

There are no existing Amtrak or VRE stations in this segment.

8.2 Existing Tracks

- CFP 58.2: Three mainline tracks, three siding tracks to the west of the mainline
- CFP 58.0: Industrial wye on the east side
- CFP 57.93: Western siding connection to western mainline track
- CFP 57.92: Industrial lead from the western siding (of a four track section)
- CFP 57.52: Western siding ends
 - CFP 57.52 to CFP 55.7: Three mainline tracks
- CFP 57.18: Industrial lead on east side
- CFP 56.97: Industrial lead on east side
- CFP 56.08: Industrial lead on east side
- CFP 55.70: Eastern mainline track ends, industrial lead track begins on east side

8.3 Rail Bridges Over Bodies of Water

- CFP 57.92: Unnamed creek, pipe crossing
- CFP 57.14: Deep Run, culvert

8.4 Other Rail Bridges

There are no other railroad bridges in this segment.

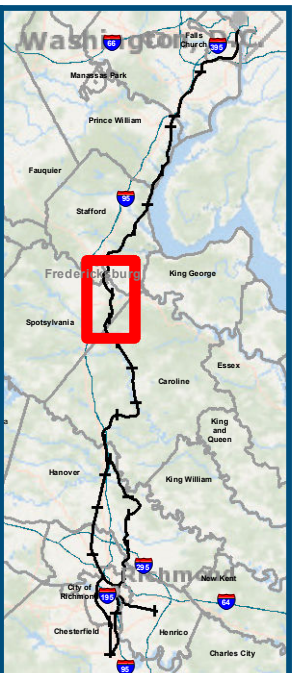
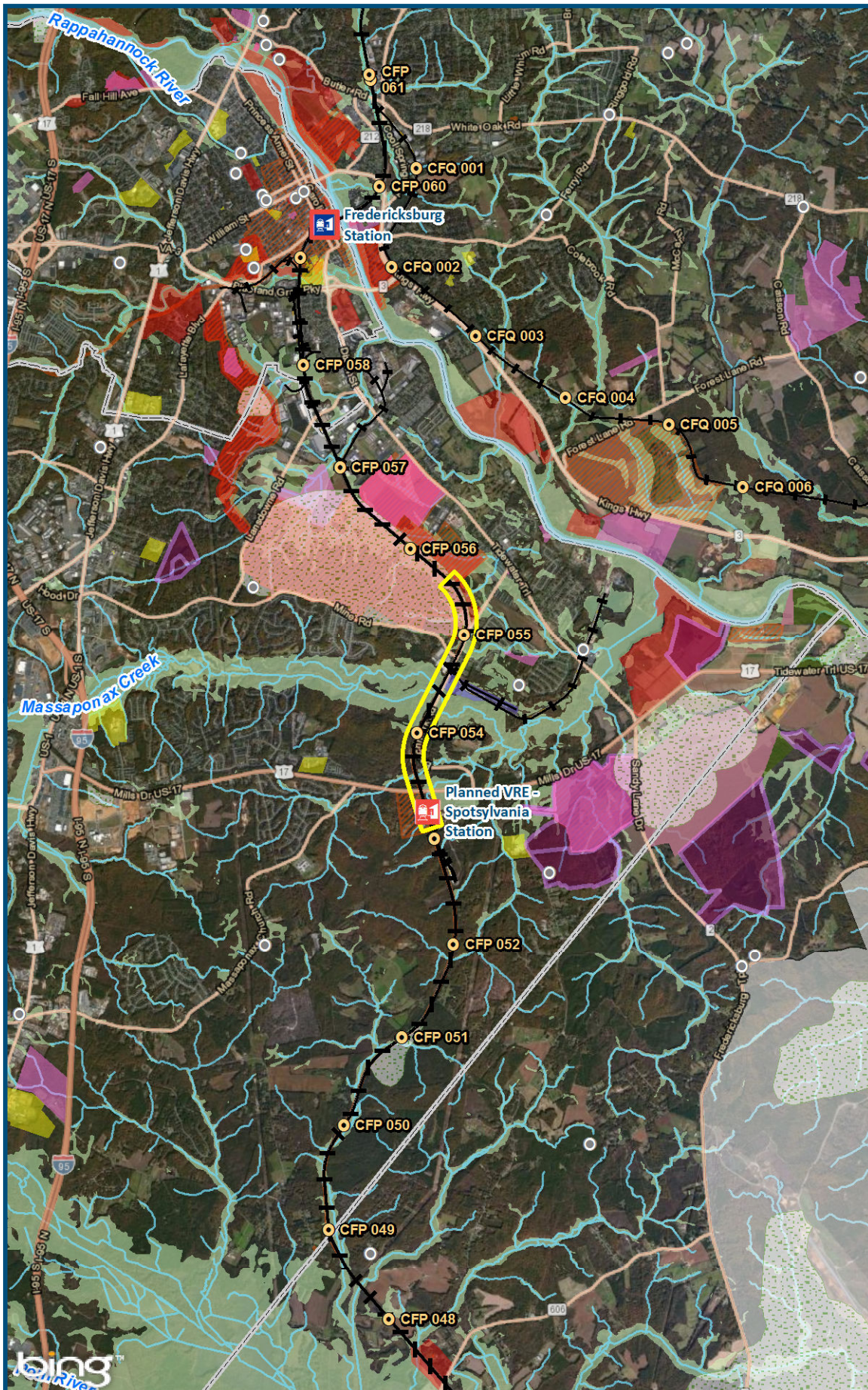
8.5 Road/Pedestrian Bridges Over Tracks

There are no crossings over the railroad tracks in this segment.

8.6 Road/Pedestrian At-grade Crossings

There is an at-grade crossing of the tracks at the following location:

- CFP 57.57: Lansdowne Road (Route 638)



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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
Data Corporation and its data suppliers

- ### Legend
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Segment 9: HAXR Hamilton to Crossroads

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9.0 HAMILTON TO CROSSROADS (HAXR)

- **North end:** CFP 55.6, near Hamilton Crossing
- **South end:** CFP 53.1, near VRE's Crossroads Yard
- **Segment distance:** 2.5 miles
- **Locality:** Spotsylvania County

9.1 Existing Stations

There are no existing Amtrak or VRE stations within this segment. A new VRE Spotsylvania Station is currently under construction at CFP 53.25, with an expected opening in the summer of 2015.

9.2 Existing Tracks

- CFP 55.6 (Hamilton Crossing) to CFP 54.70: Three tracks (2 mainline tracks, 1 industrial lead to be converted to a mainline track as part of the VRE Spotsylvania Station and Crossroads Yard access project)
- CFP 54.70: Eastern industrial lead track diverges
- CFP 54.70 to CFP 53.1: Two existing tracks, third track under construction as part of VRE Spotsylvania Station and Crossroads Yard access project
- CFP 53.2: Current connection for lead track to VRE's Crossroads Yard and industrial customers from eastern mainline track. Connection will be moved north of Spotsylvania Station upon completion of the station and third track project.

9.3 Rail Bridges Over Bodies of Water

- CFP 54.44: Massaponax Creek, 20 ft double track bridge. Unnamed private road crosses under north end of bridge.
- CFP 53.61: Unnamed creek, pipe crossing

9.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following roads are in this segment:

- CFP 53.80: Unnamed private road (tracks on culvert, access may be closed at dead end streets)

9.5 Road/Pedestrian Bridges Over Tracks

There is a crossing over the tracks at the following location:

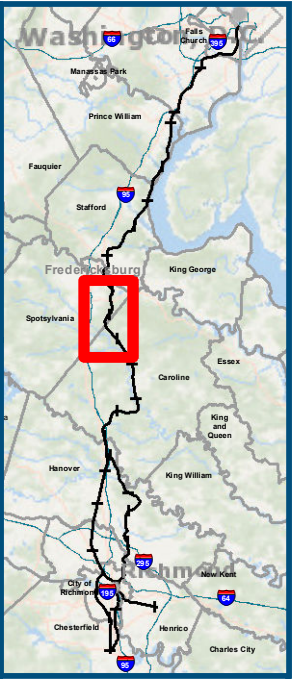
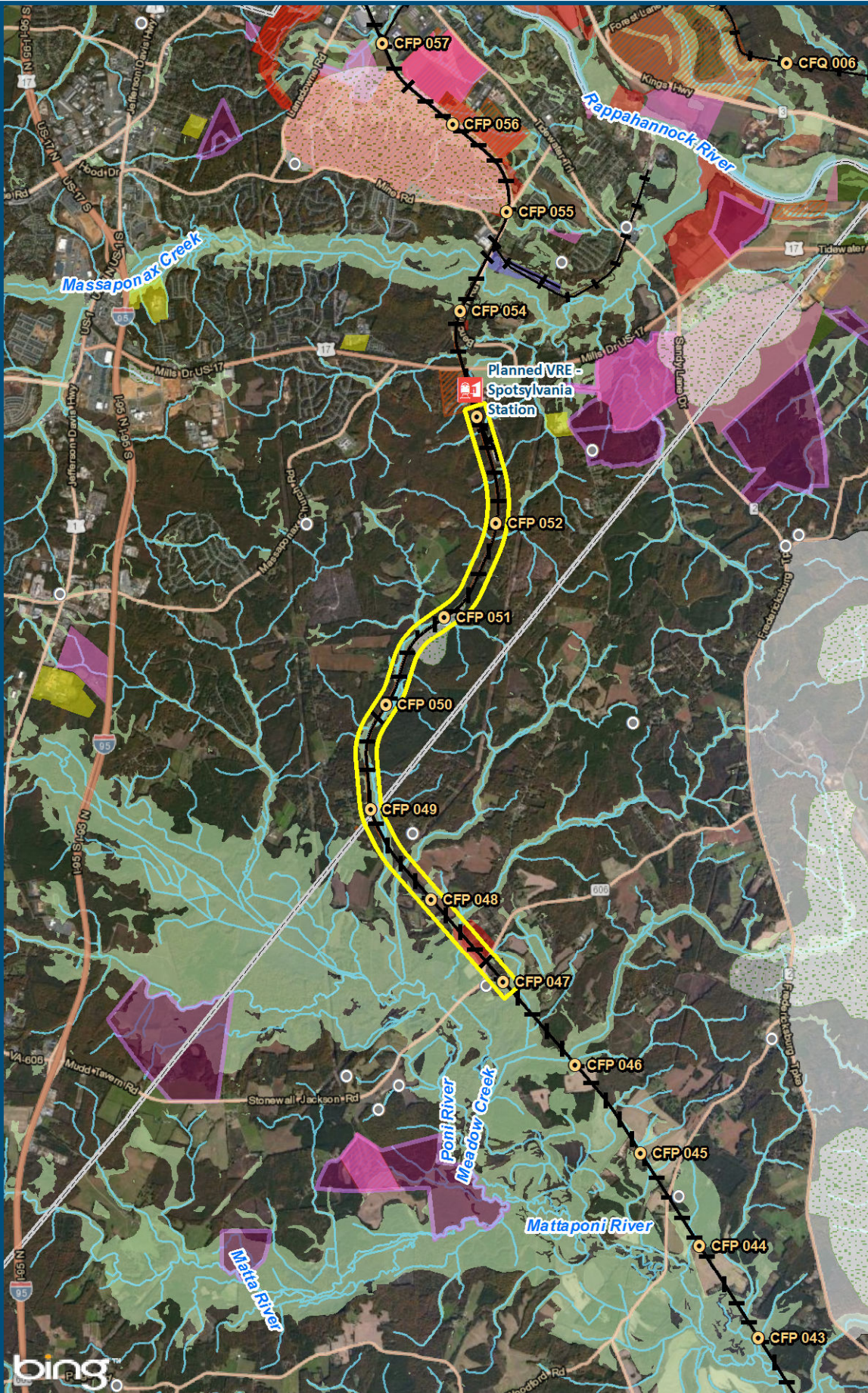
- CFP 53.45: Mills Drive (Route 17). No sufficient space under bridge for additional tracks.

9.6 Road/Pedestrian At-grade Crossings

There is an at-grade crossing of the tracks at the following location:

- CFP 54.77: Mine Road (Route 636)

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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
Data Corporation and its data suppliers

- ### Legend
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Segment 10: XRGU Crossroads to Guinea



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10.0 CROSSROADS TO GUINEA (XRGU)

- **North end:** CFP 53.1, near VRE's Crossroads Yard
- **South end:** CFP 46.9, near Guinea
- **Segment distance:** 6.2 miles
- **Localities:** Spotsylvania County, Caroline County

10.1 Existing Stations

There are no existing Amtrak or VRE stations within this segment.

10.2 Existing Tracks

- Two mainline tracks for the entire length of this segment.
- CFP 47.50: Side track on the east side
- CFP 46.90: Industrial lead with run-around track to the west

10.3 Rail Bridges Over Bodies of Water

- CFP 51.84: Unnamed creek, culvert
- CFP 50.91: Unnamed creek, culvert
- CFP 50.19: Unnamed creek, culvert
- CFP 49.75: Unnamed creek, culvert
- CFP 49.42: Unnamed creek, culvert
- CFP 48.69: Unnamed creek, culvert
- CFP 48.42: Unnamed creek, culvert
- CFP 47.61: Unnamed creek, culvert

10.4 Other Rail Bridges

There are no other railroad bridges in this segment.

10.5 Road/Pedestrian Bridges Over Tracks

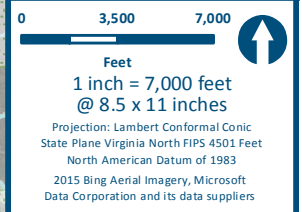
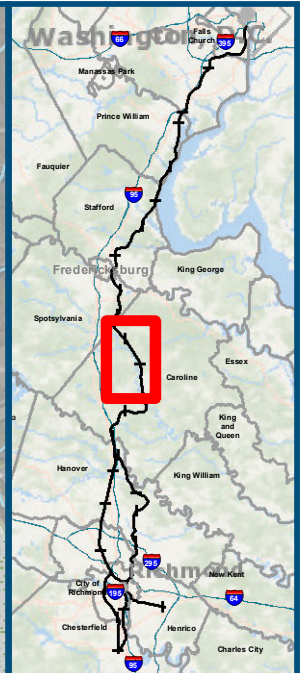
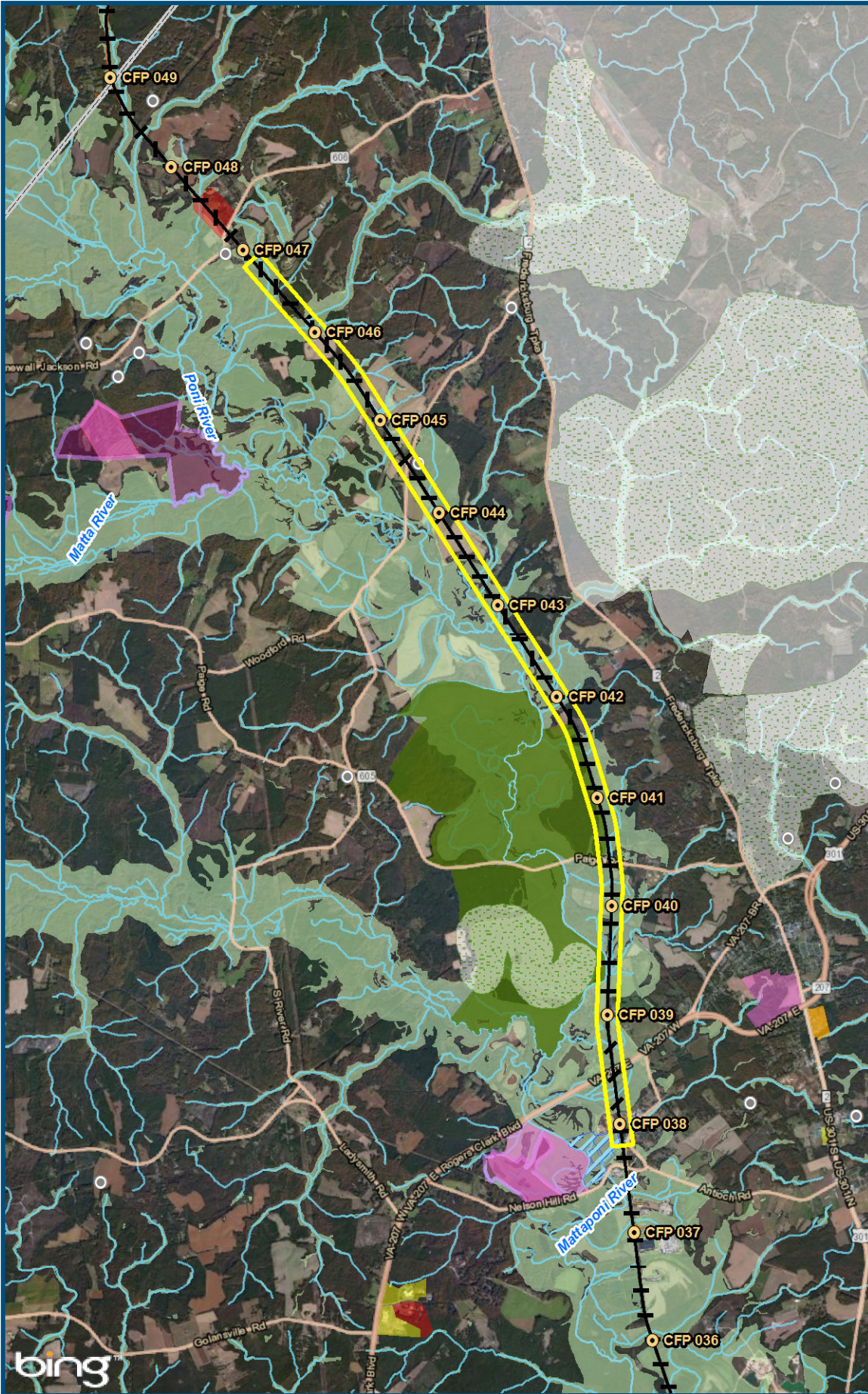
There are no overhead track crossings in this segment.

10.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CFP 51.41: Summit Crossing Road (Route 668)
- CFP 48.63: Claiborne Crossing Road (Route 660)
- CFP 47.24: Stonewall Jackson Road (Route 606)

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- ### Legend
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 - VRE Station
 - Amtrak/VRE Station
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Segment 11: GUMD Guinea to Milford



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11.0 GUINEA TO MILFORD (GUMD)

- **North end:** CFP 46.9, near Guinea
- **South end:** CFP 37.8, Milford
- **Segment distance:** 9.1 miles
- **Locality:** Caroline County

11.1 Existing Stations

There are no existing Amtrak or VRE stations within this segment.

11.2 Existing Tracks

- Two mainline tracks for the entire length of this segment
- CFP 38.24 to CFP 37.8: Industrial lead track parallels east side of mainline (continues south beyond segment limits)
 - CFP 38.11: Industrial spur from eastern industrial lead track
 - CFP 37.8: Run-around track and industrial spur from eastern track

11.3 Rail Bridges Over Bodies of Water

- CFP 46.14: Meadow Creek, culvert
- CFP 46.10: Meadow Creek, pipe crossing
- CFP 44.84: Unnamed creek, pipe crossing
- CFP 44.08: Unnamed creek, pipe crossing
- CFP 43.20: Unnamed creek, pipe crossing
- CFP 42.37: Campbell Creek, culvert
- CFP 41.87: Unnamed creek, pipe crossing
- CFP 41.42: Unnamed creek, pipe crossing
- CFP 39.39: Unnamed creek, culvert
- CFP 38.72: Unnamed creek, pipe crossing

11.4 Other Rail Bridges

There are no other rail bridges in this segment.

11.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

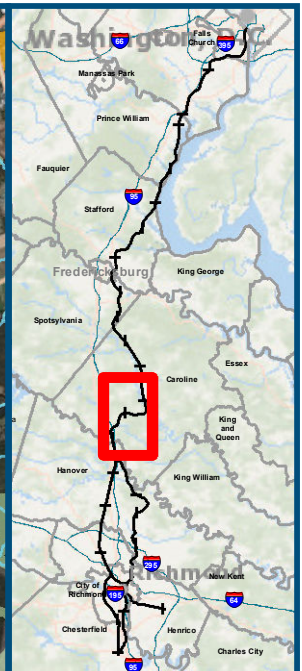
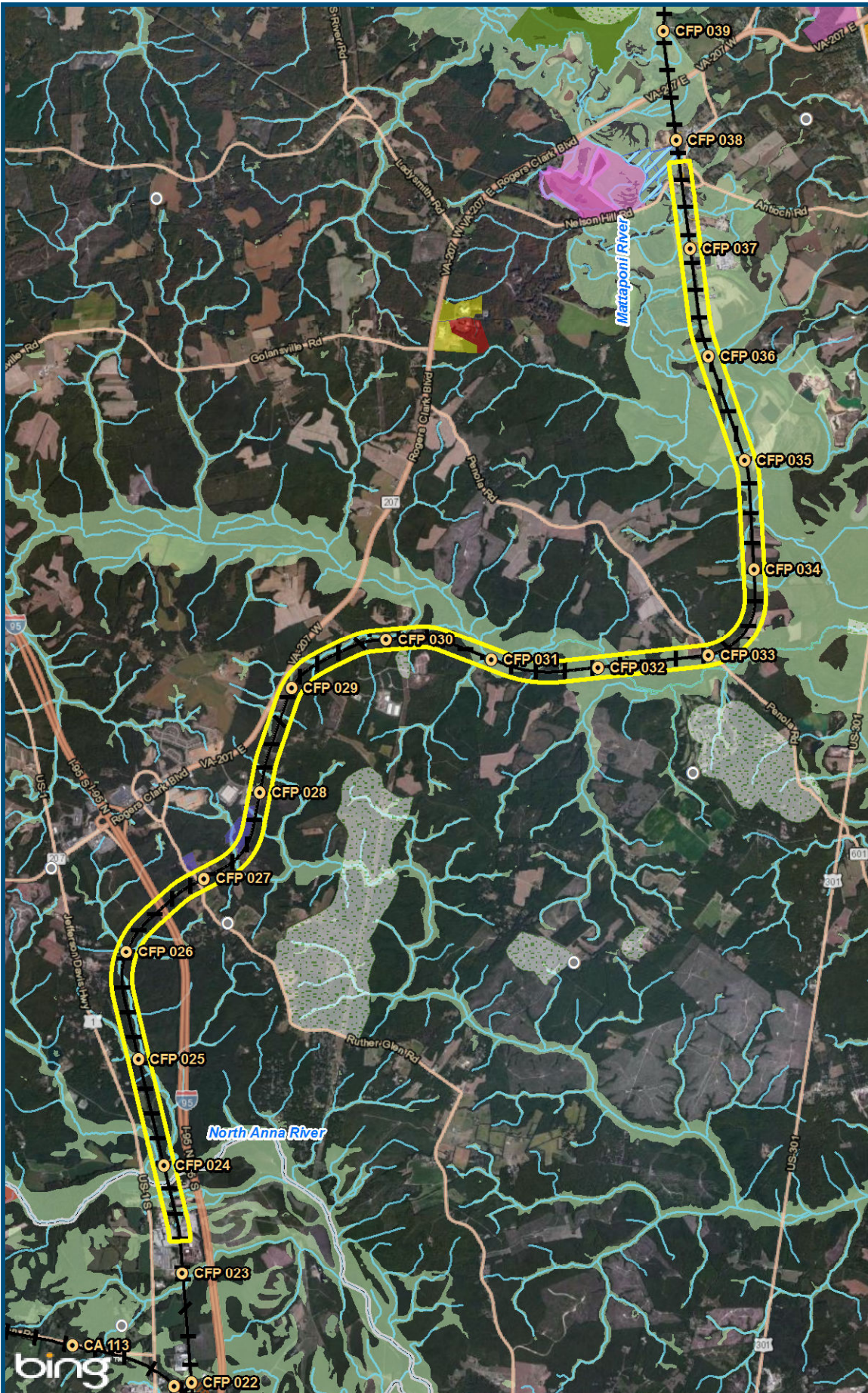
- CFP 38.50: Rogers Clark Boulevard (Route 207) westbound
- CFP 38.50: Rogers Clark Boulevard (Route 207) eastbound

11.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CFP 45.77: Private road (Jones Crossing)
- CFP 44.50: Woodford Road (Route 626)
- CFP 43.50: Woodslane Road (Route 609)
- CFP 41.70: Rixey Road (Route 666)
- CFP 40.43: Paige Road (Route 605)
- CFP 38.99: Private road (Rose Crossing/Holly Hill Drive)

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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
Data Corporation and its data suppliers

- ### Legend
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Segment 12: MDND Milford to North Doswell



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12.0 MILFORD TO NORTH DOSWELL (MDND)

- **North end:** CFP 37.8, Milford
- **South end:** CFP 23.3, North Doswell
- **Segment distance:** 14.5 miles
- **Localities:** Caroline County, Hanover County

12.1 Existing Stations

There are no existing Amtrak or VRE stations within this segment.

12.2 Existing Tracks

- Two mainline tracks throughout this segment.
- CFP 37.80 to CFP 36.60: Industrial lead track runs parallel to mainline on east side (continued from previous segment)
 - CFP 37.53: Connection between mainline (center) track and eastern industrial lead track
 - CFP 37.33: Industrial spur from eastern industrial lead track
 - CFP 37.15: Industrial spur from eastern industrial lead track
 - CFP 37.06: Industrial spur from eastern industrial lead track
 - CFP 36.67: Eastern industrial lead track and second spur end at customer
- CFP 32.65: 500 ft side track on west side
- CFP 27.09: Industrial lead track on east side

12.3 Rail Bridges Over Bodies of Water

- CFP 36.08: Unnamed creek, pipe crossing
- CFP 35.08: Goose Pond, pipe crossing
- CFP 34.76: Mattaponi River, 210 ft double track bridge
- CFP 34.56: Mattaponi River tributary, pipe crossing
- CFP 31.95: Polecat Creek, 105 ft double track bridge
- CFP 30.80: Polecat Creek, pipe crossing
- CFP 27.40: Reedy Creek, pipe crossing
- CFP 25.79: Unnamed creek, pipe crossing
- CFP 25.01: Unnamed creek, pipe crossing
- CFP 23.82: North Anna River, 330 ft double track bridge. An unnamed industrial road crosses under south end.
- CFP 23.71: Unnamed creek, pipe crossing

12.4 Other Rail Bridges

There are no other rail bridges in this segment.

12.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

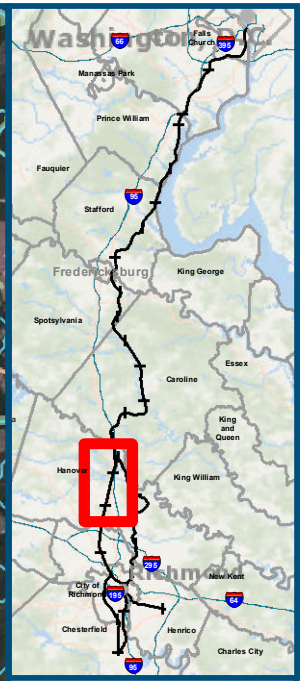
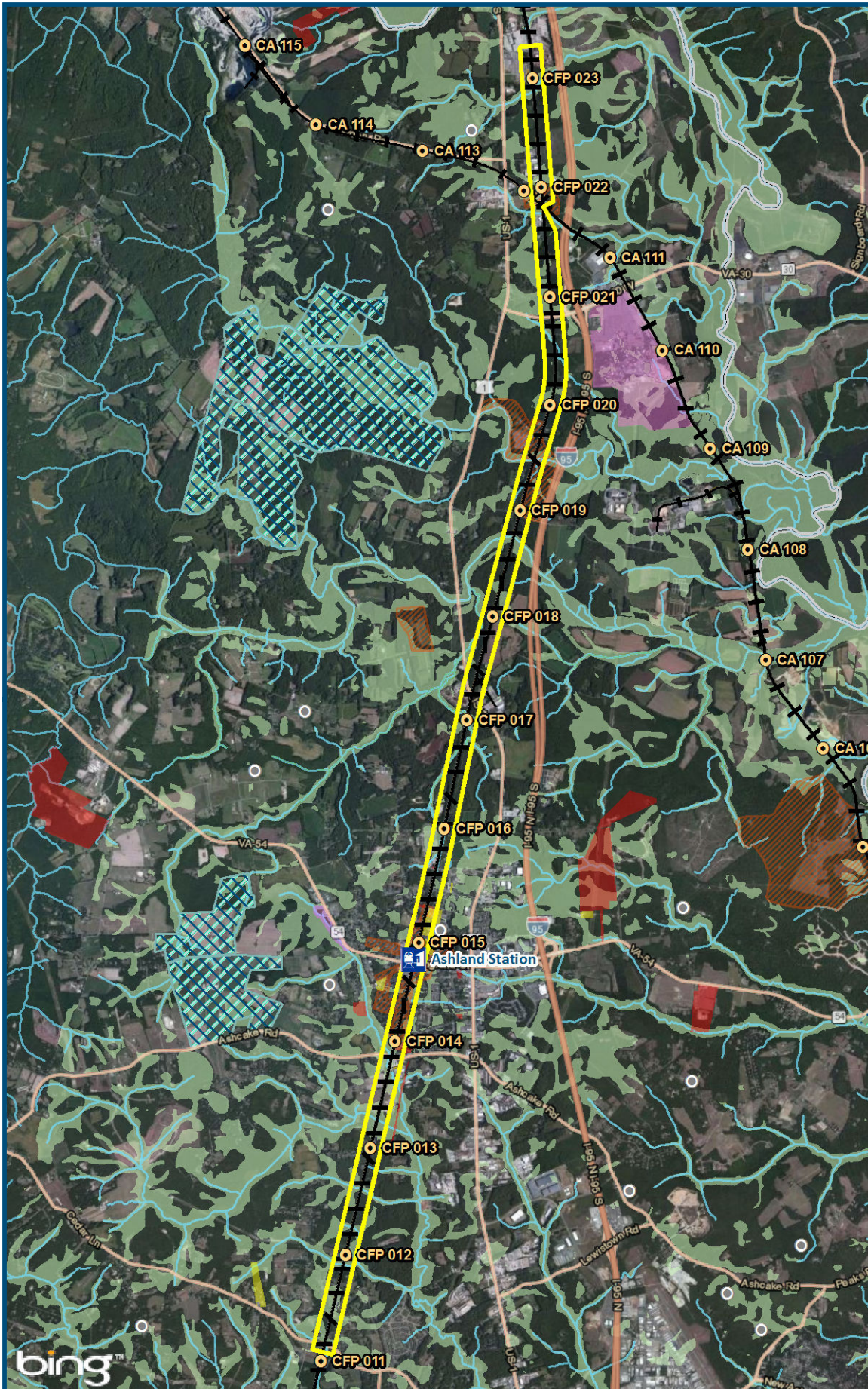
- CFP 37.80: Nelson Hill Road (Route 722)
- CFP 28.37: Dry Bridge Road (Route 684)
- CFP 26.96: Ruther Glen Road (Route 652)
- CFP 26.54: Interstate 95 northbound
- CFP 26.54: Interstate 95 southbound

12.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CFP 36.95: Private road
- CFP 36.66: Private road
- CFP 34.01: Private road
- CFP 33.50: Private road
- CFP 33.00: Penola Road (Route 601)
- CFP 31.20: Private road (Georges Crossing)
- CFP 29.72: Colemans Mill Road (Route 656)
- CFP 24.38: Private road

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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
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- ### Legend
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**Segment 13: NDEL
North Doswell
to Elmont**



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13.0 NORTH DOSWELL TO ELMONT (NDEL)

- **North end:** CFP 23.3, North Doswell
- **South end:** CFP 11.1, Elmont
- **Segment distance:** 12.2 miles
- **Locality:** Hanover County (including Town of Ashland)

13.1 Existing Stations

- Ashland Station, CFP 14.71: Side platforms on eastern and western tracks. This station is served by Amtrak regional trains.

13.2 Existing Tracks

This segment has two mainline tracks for its entire length. There are additional tracks at the following locations:

- Two mainline tracks for entire length of this segment
- CFP 23.20 to CFP 21.82: Controlled siding, double-ended, connects at each end to western mainline track
- CFP 23.20 to CFP 22.57: Three tracks (2 mainline, 1 controlled siding on west)
- CFP 22.57 to CFP 22.10: Four tracks (2 mainline, 1 controlled siding, 1 additional siding on west)
- CFP 22.10 to CFP 21.82 (Buckingham Branch Railroad): On west side, there are several industrial leads and tracks connecting the western non-controlled siding to the Buckingham Branch.
- CFP 21.80: At-grade diamond crossing of the CSXT mainline and Buckingham Branch mainline
- CFP 21.72: South wye track from Buckingham Branch connecting to the CSXT western mainline track
- CFP 17.50: 400 ft side track on west side
- CFP 17.10: Industrial lead on west side
- CFP 13.73: Industrial lead on east side
 - CFP 13.68: Industrial spur connected to industrial lead
- CFP 11.66: 400 ft side track on east side

13.3 Rail Bridges Over Bodies of Water

- CFP 22.87: Bull Run, pipe crossing
- CFP 19.50: Little River, 250 ft double track bridge
- CFP 18.80: South Anna River, 510 ft double track bridge

- CFP 17.02: Tributary of Falling Creek, pipe crossing
- CFP 16.52: Tributary of Falling Creek, pipe crossing
- CFP 13.27: Stony Run, pipe crossing
- CFP 12.53: Unnamed creek, pipe crossing

13.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following roads are in this segment:

- CFP 19.58: Taylorsville Road (Route 689)
- CFP 17.70: Elletts Crossing Road (Route 641)

13.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

- CFP 20.81: Kings Dominion Boulevard (Route 30)
- CFP 18.95: Old Ridge Road (Route 738)
- CFP 17.22: Washington Highway (Route 1)

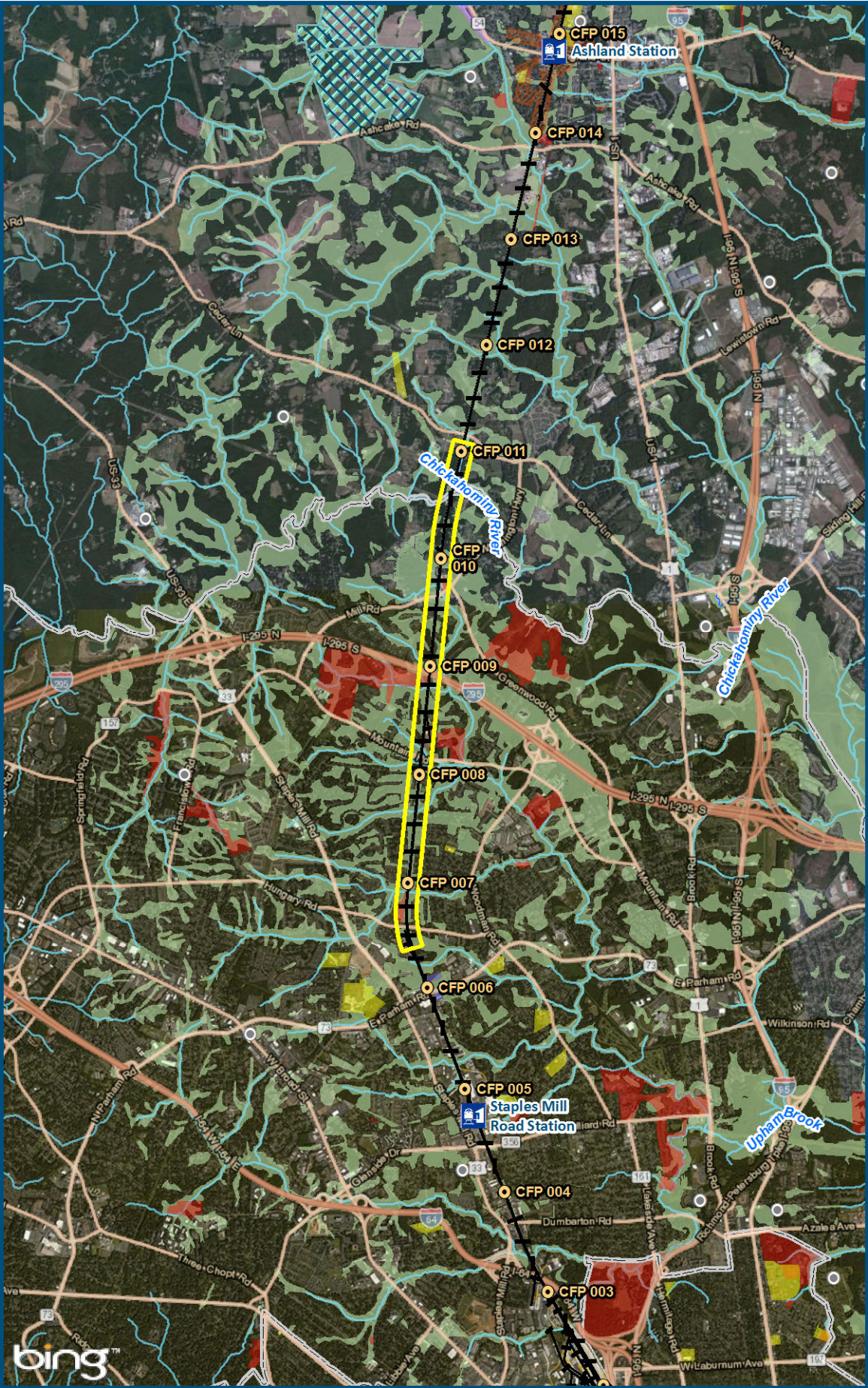
13.6 Road/Pedestrian At-grade Crossings

There are at-grade road crossings of the tracks at the following locations:

- CFP 21.87: Doswell Road (Route 688) (between the south end of the controlled siding and the CSXT/Buckingham Branch diamond)
- CFP 21.66: Private road (Excelsior Mill Crossing)
- CFP 15.62: Vaughan Street
- CFP 15.16: West Patrick Street
- CFP 15.08: Pedestrian crossing
- CFP 14.97: Pedestrian crossing
- CFP 14.85: College Avenue/Henry Clay Road
- CFP 14.82: Pedestrian crossing
- CFP 14.75: Pedestrian crossing
- CFP 14.72: England Street (Route 54)
- CFP 14.71: Pedestrian crossing
- CFP 14.69: Pedestrian crossing
- CFP 14.66: Pedestrian crossing
- CFP 14.65: Pedestrian crossing
- CFP 14.64: Myrtle Street

- CFP 14.62: Pedestrian crossing
- CFP 14.50: Pedestrian crossing
- CFP 14.40: Pedestrian crossing
- CFP 14.20: East Francis Street
- CFP 14.10: Pedestrian crossing
- CFP 13.85: Ashcake Road (Route 657)
- CFP 12.95: Gwathmey Church Road (Route 707)
- CFP 11.55: Elmont Road (Route 626)

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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
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Segment 14: ELGN Elmont to Greendale



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14.0 ELMONT TO GREENDALE (ELGN)

- **North end:** CFP 11.1, Elmont
- **South end:** CFP 6.4, Laurel
- **Segment distance:** 4.7 miles
- **Localities:** Hanover County, Henrico County

14.1 Existing Stations

There are no existing Amtrak or VRE stations within this segment.

14.2 Existing Tracks

- Two mainline tracks for entire length of this segment
- CFP 8.78: Industrial lead track and side track on east side
 - 1,400 ft industrial lead track
 - 400 ft side track connected to the industrial lead

14.3 Rail Bridges Over Bodies of Water

- CFP 10.60: Chickahominy River, 115 ft double track bridge
- CFP 8.83: North Run, culvert
- CFP 6.87: Hungary Creek, culvert

14.4 Other Rail Bridges

There are no other rail bridges in this segment.

14.5 Road/Pedestrian Bridges Over Tracks

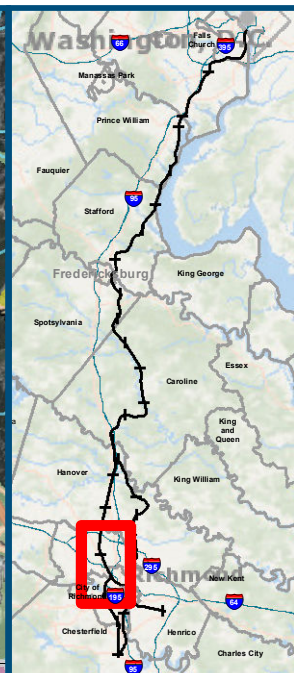
There are crossings over the tracks at the following roads:

- CFP 9.89: Greenwood Road
- CFP 8.95: Interstate 295 northbound
- CFP 8.95: Interstate 295 southbound

14.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CFP 11.15: Cedar Lane (Route 623)
- CFP 9.65: Mill Road (Route 626)
- CFP 8.10: Mountain Road
- CFP 6.60: Hungary Road



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 Feet
 1 inch = 7,000 feet
 @ 8.5 x 11 inches
 Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 2015 Bing Aerial Imagery, Microsoft
 Data Corporation and its data suppliers

Legend

- Existing CSXT Track
- Mileposts
- County/City Boundary
- Amtrak Station
- VRE Station
- Amtrak/VRE Station
- Schools
- Parks
- Cultural: High Priority Areas
- Wildlife Refuges
- Military Installations
- Cemeteries
- Virginia Outdoors Foundation Protected Easements
- Natural Heritage Screening Coverage
- SUPERFUND/CERCLA/NPL Sites
- Wetlands
- Conservation Lands
- Wetland Mitigation Banks
- Agricultural & Forestal Districts
- Streams

**Segment 15: GNSA
 Greendale to SAY/WAY**

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15.0 GREENDALE TO SAY/WAY (GNSA)

- **North end:** CFP 6.4, Laurel
- **South end:** CFP 1.3, SAY/WAY Junction
- **Segment distance:** 5.1 miles
- **Localities:** Henrico County, City of Richmond

15.1 Existing Stations

- Richmond Staples Mill Road Station, CFP 4.70: Two island platforms serve three tracks at this station (2 siding tracks to the west and the western mainline track). Amtrak regional, interstate corridor, and long distance trains currently stop at this station.

15.2 Existing Tracks

- CFP 6.4 (Greendale) to CFP 5.26: Two tracks
- CFP 6.2: Industrial lead on west side
- CFP 5.93: Industrial lead on west side
- CFP 5.26: Industrial lead on east side
- CFP 5.22: Side track on east side split from industrial lead
- CFP 4.86 to CFP 4.40: Main track to the west serving as a station track for the Staples Mill Road station platforms
- CFP 4.80: Siding on the west side serving as a second station track for Staples Mill Road station platforms
- CFP 4.79: Third main track on the east side begins and continues south to Acca Yard
- CFP 4.68: Industrial lead on east side
- CFP 3.38 (north) and CFP 1.66 (south): Acca Yard, mainline bypass track on west side of yard
- CFP 3.35: Industrial lead on west side
- CFP 3.04: Industrial lead on east side
- CFP 2.60: Connection from west mainline bypass track to Bryan Park Terminal north side
- CFP 1.80: Connection from west mainline bypass track to Bryan Park Terminal south side
- CFP 1.66: Wye, intersection of A Line and S Line with double track connections between mainlines and connections to Acca Yard
- CFP 1.30: Double track S Line becomes single mainline track headed south, connection from South Leg Acca wye track to S Line single mainline track

15.3 Rail Bridges Over Bodies of Water

- CFP 5.27: Rocky Branch, culvert
- CFP 3.36: Upham Brook, pipe crossing
- CFP 2.62: Jordan's Branch, culvert

15.4 Other Rail Bridges

There are no other rail bridges in this segment.

15.5 Road/Pedestrian Bridges Over Tracks

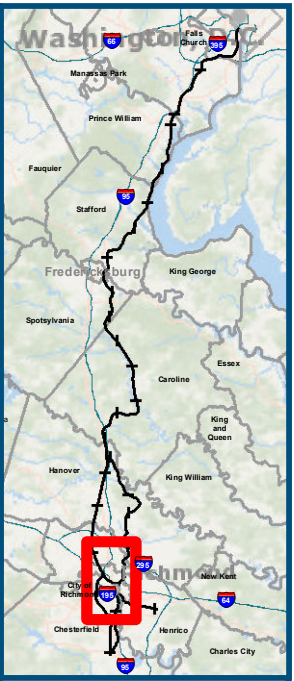
There are crossings over the tracks at the following roads:

- CFP 5.94: East Parham Road. No sufficient space under bridge for additional tracks.
- CFP 4.45: Hilliard Road (Route 356). No sufficient space under bridge for additional tracks.
- CFP 3.71: Dumbarton Road. Sufficient space under bridge for additional track on west side.
- CFP 3.16: Interstate 64 westbound. No sufficient space under bridge for additional tracks.
- CFP 3.16: Interstate 64 eastbound. No sufficient space under bridge for additional tracks.
- CFP 1.84: Interstate 195 (northbound and southbound). Sufficient space under bridge for additional track on west side.
- CFP 1.71: Westwood Avenue/Saunders Avenue (Route 197). Sufficient space under bridge for additional track on east side.

15.6 Road/Pedestrian At-grade Crossings

There is an at-grade crossing of the tracks at the following location:

- CFP 5.45: Hermitage Road



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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 Bing Aerial Imagery, Microsoft
Data Corporation and its data suppliers

- ### Legend
- Existing CSXT Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
 - Parks
 - Cultural: High Priority Areas
 - Wildlife Refuges
 - Military Installations
 - Cemeteries
 - Virginia Outdoors Foundation Protected Easements
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 - Wetlands
 - Conservation Lands
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 - Agricultural & Forestal Districts
 - Streams

**Segment 16: SAAM
SAY to AM Junction
(Hermitage Lead)**

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16.0 SAY TO AM JUNCTION (SAAM)

- **North end:** CFP 1.3, SAY/WAY Junction
- **South end:** SRN 1.1, near AM Junction
- **Segment distance:** 3.1 miles
- **Locality:** City of Richmond

16.1 Existing Stations

There are no existing Amtrak or VRE stations within this segment.

16.2 Existing Tracks

- Single mainline track from CFP 1.3 to SRN 3.5
- Two mainline tracks south of SRN 3.5
- South of SAY (near CFP 1.0/SRN 4.0): Spur on west side to Science Museum of Virginia (former Richmond Union Station)
- CFP 0.94: Industrial lead on east side
- CFP 1.3 to SRN 3.5: Tail track from Acca Yard parallels mainline on east side south to CFP 3.5, where it becomes eastern mainline track
- SRN 3.90: Industrial lead connection from Acca Yard tail track
- SRN 2.79: Discontinuous third track on east side, not connected to mainline
- SRN 0.8: Connection to Buckingham Branch main line on east side
- SRN 0.8: Connection to CSXT Peninsula Subdivision on east side

16.3 Rail Bridges Over Bodies of Water

The tracks do not cross any bodies of water in this segment.

16.4 Other Rail Bridges

There are no other rail bridges in this segment.

16.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

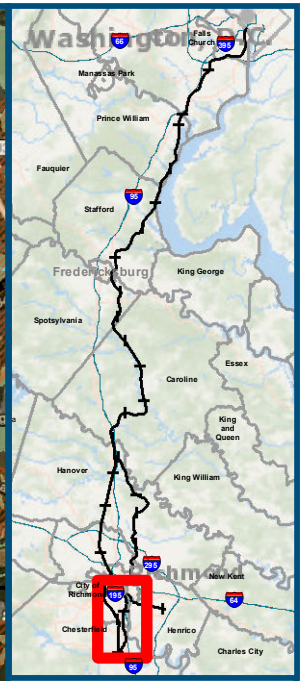
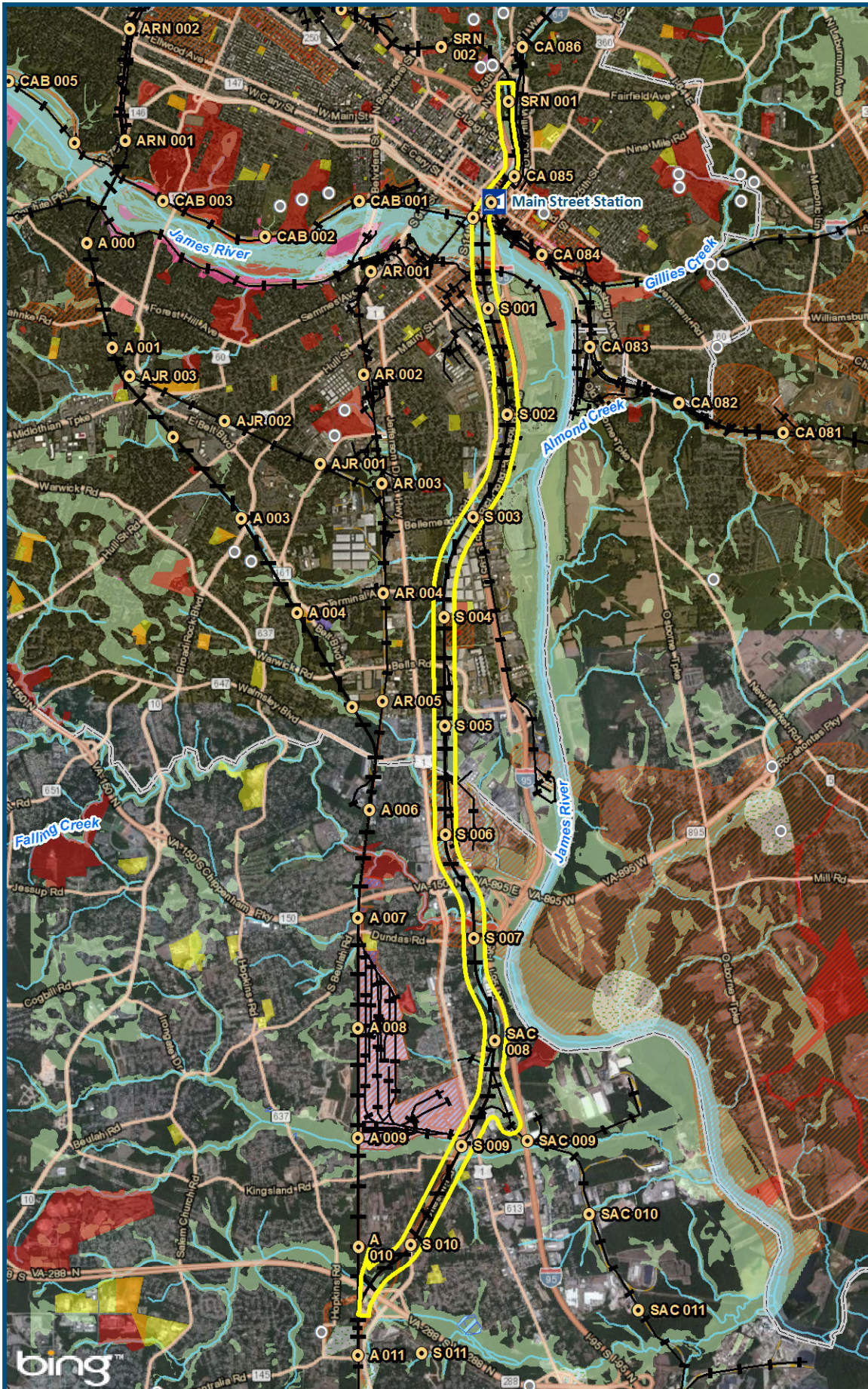
- CFP 0.01: North Boulevard (Route 161). Sufficient space under bridge for additional tracks on east and west sides.
- SRN 2.91: Interstate 95/64 (northbound and southbound). No sufficient space under bridge for additional tracks.
- SRN 2.82: North Lombardy Street. No sufficient space under bridge for additional tracks.

- SRN 2.21: Belvidere Street/Chamberlayne Avenue (Route 1). Sufficient space under bridge for additional tracks on east and west sides.
- SRN 2.18: Chamberlayne Parkway. No sufficient space under bridge for additional tracks.
- SRN 1.59: North 1st Street. Sufficient space under bridge for additional track on east side.
- SRN 1.33: North 5th Street. Sufficient space under bridge for additional tracks on east and west sides.
- SRN 1.28: Interstate 64 westbound. Sufficient space under bridge for additional track on east side.
- SRN 1.28: Interstate 64 eastbound. Sufficient space under bridge for additional track on east side.

16.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- SRN 3.45: Hermitage Road
- SRN 3.07: Dinneen Street (closed crossing)
- SRN 2.30: Brook Road
- SRN 1.69: St. James Street
- SRN 1.55: North 2nd Street/Valley Road
- SRN 1.23: Hospital Street/North 7th Street



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Feet
1 inch = 7,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
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2015 Bing Aerial Imagery, Microsoft
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- ### Legend
- Existing CSXT Track
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 - Streams

Segment 17: AMCE AM Junction to Centralia (S-Line)

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17.0 AM JUNCTION TO CENTRALIA – S LINE (AMCE)

- **North end:** SRN 1.1, near AM Junction
- **South end:** A 11.0, Centralia
- **Segment distance:** 12.3 miles (via CSXT S Line)
- **Localities:** City of Richmond, Chesterfield County

17.1 Existing Stations

- Richmond Main Street Station, SRN 0.00: The two tracks on the west side of the station (which are a component of this segment) do not have platforms. The only platform in use is on the east side of the station, which is part of the CSXT Peninsula Subdivision.

17.2 Existing Tracks

- SRN 0.8 to SRN 0.4: Two mainline tracks (AM Junction connection on eastern mainline track only)
- SRN 0.4 to S 2.91: Single mainline track
- SRN 0.45 to S 0.19 (est): Mainline on elevated viaduct two tracks wide, narrowing to one track wide near S 0.15, with one active mainline track and one out-of-service track
- S 0.18: Triple crossing over at-grade Norfolk Southern tracks and under elevated CSXT tracks
- S 0.64: At-grade crossing with east-west Norfolk Southern track
- S 0.74 to S 1.70: Connection track from NS parallels mainline track on west side to CSXT South Yard
- S 1.50 (est.): Connection on west side from CSXT mainline track to NS connection track and South Yard lead
- S 1.60 (est.): Industrial lead on west side from NS connection track
- S 1.65: Industrial lead on east side
- S 1.70 to S 2.38: South Yard on west side (six stub-end yard tracks; one disconnected former mainline track in center; single mainline track to east)
- S 1.85: Industrial lead on east side (track to industrial facilities and Port of Richmond)
- S 2.91 to S 7.18: Two mainline tracks
- S 4.68: Industrial lead from eastern main track
- S 4.85: Lead to Fanshaw Yard from eastern main track side (2 mainline tracks, 4 yard tracks, which become industry lead tracks at south end of yard)
- S 7.18 to S 10.9: Single mainline track
- S 7.51 to S 8.87: Single mainline track with Bellwood Yard on east side (1 mainline track, 5 yard tracks, plus wye connection to CSXT Bellwood Subdivision and connections to industrial track on east side (S 8.21 and S 8.67))

- S 10.9: Connection with A-Line

17.3 Rail Bridges Over Bodies of Water

- S 0.17: Richmond City Canal, 300 ft single track bridge
- S 0.28: James River (includes Mayo Island), 1900 ft single track bridge
- S 3.50: Broad Rock Creek, pipe crossing
- S 3.88: Goode Creek, culvert
- S 6.58: Grindall Creek, culvert
- S 6.86: Falling Creek, twin 220 ft single track bridges
- S 7.44: Unnamed creek, pipe crossing
- S 8.98: Kingsland Creek, culvert
- S 10.56: Proctors Creek, culvert

17.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following are in this segment:

- SRN 0.45 to S 0.19: Mainline on elevated viaduct two tracks wide, narrowing to one track wide near S 0.15, with one active mainline track and one out-of-service track
 - SRN 0.30: East Marshall Street (beneath elevated viaduct)
 - SRN 0.23: East Broad Street (beneath elevated viaduct)
 - SRN 0.00: East Main Street (beneath elevated viaduct)
 - S 0.07: East Cary Street (beneath elevated viaduct)
 - S 0.15: Dock Street (beneath elevated viaduct)
 - S 0.18: Norfolk Southern tracks (Triple Crossing)
 - S 0.19: East Byrd Street (beneath elevated viaduct)
- S 0.19: ACOE James River floodwall (north bank)
- S 0.56: ACOE James River floodwall (south bank)
- S 1.27: Unnamed industrial access road
- S 5.85: Pedestrian underpass at DuPont
- S 6.87: Marina Drive (extension of Falling Creek bridge)

17.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

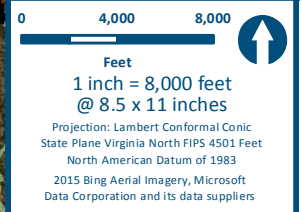
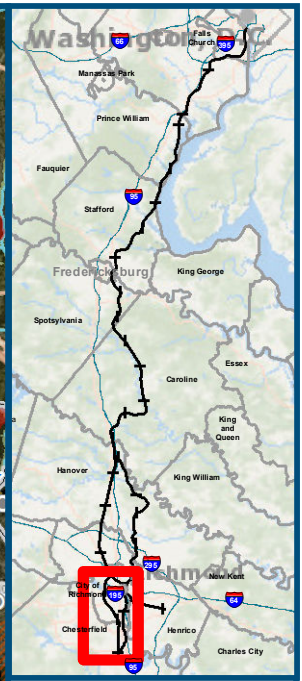
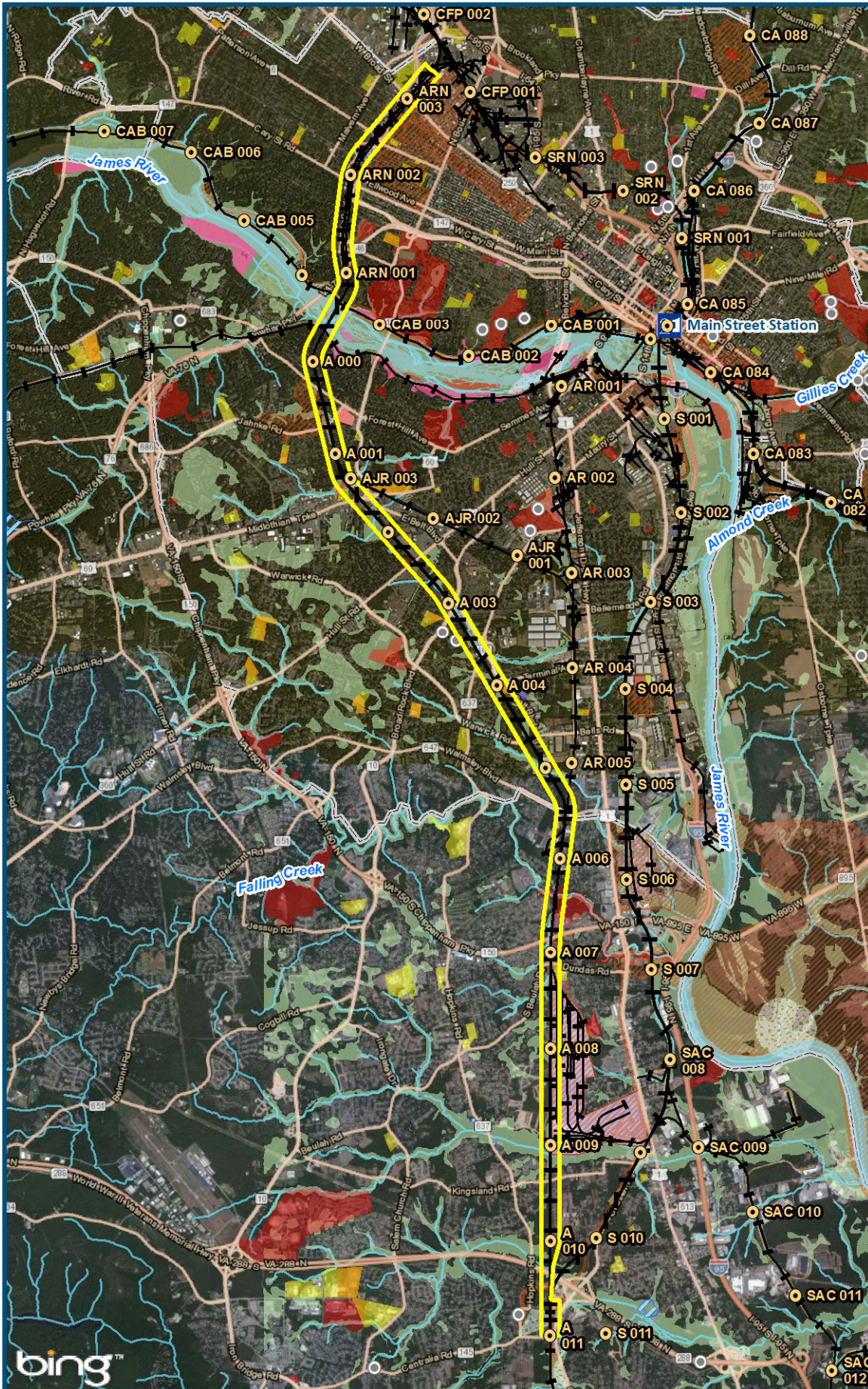
- SRN 0.56: East Leigh Street (Route 33). Sufficient space under bridge for additional tracks on east and west sides.
- SRN 0.43: Interstate 95 NB ramp to Route 360 SB. Sufficient space under bridge for additional track on west side.

- SRN 0.00: Interstate 95 (northbound and southbound). No sufficient space under bridge for additional tracks.
- S 0.13: Interstate 95 SB ramp to Va. 195 (Downtown Expressway) WB. Sufficient space under bridge for additional track on west side.
- S 0.14: Va. 195 (Downtown Expressway) EB ramp to Interstate 95 NB. Sufficient space under bridge for additional tracks on east and west sides.
- S 0.16: Va. 195 (Downtown Expy.) EB ramp to I-95 SB and I-95 NB to Va. 195 WB. Sufficient space under bridge for additional track on west side.
- S 0.18: CSXT tracks (Triple Crossing)
- S 0.97: Interstate 95 on/off ramps to Maury Street. No sufficient space for additional tracks under bridge.
- S 5.96: Cogbill Road (access to DuPont). No sufficient space for additional tracks under bridge.
- S 6.43: Chippenham Parkway (Route 150). Sufficient space under bridge for additional track on east side.
- S 7.83: Elliham Avenue. No sufficient space for additional tracks under bridge.
- S 8.82: Jefferson Davis Highway (Route 1/301). Sufficient space for additional track under bridge on west side.
- S 10.59: Route 288 northbound. No sufficient space for additional tracks under bridge.
- S 10.60: Route 288 southbound. No sufficient space for additional tracks under bridge.

17.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- S 0.77: Maury Street
- S 1.19: Private crossing (4th Street extension)
- S 1.66: Goodes Street
- S 2.38: Private crossing (Federal Paper)
- S 2.99: Commerce Road
- S 3.95: Ruffin Road
- S 4.43: Bells Road (Route 161)
- S 4.97: Dale Avenue
- S 6.35: Private crossing (Texaco Road)
- S 6.70: Private crossing (Station Road)
- S 9.16: Kingsland Road (Route 611)
- S 9.83: Brinkley Road (Route 1622)
- S 10.74: Old Lane (Route 637) (south of S Line connection with A Line)



- ### Legend
- Existing CSXT Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
 - Parks
 - Cultural: High Priority Areas
 - Wildlife Refuges
 - Military Installations
 - Cemeteries
 - Virginia Outdoors Foundation Protected Easements
 - Natural Heritage Screening Coverage
 - SUPERFUND/CERCLA/NPL Sites
 - Wetlands
 - Conservation Lands
 - Wetland Mitigation Banks
 - Agricultural & Forestal Districts
 - Streams

Segment 18: WACE WAY to Centralia (A-Line)

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18.0 WAY TO CENTRALIA – A LINE (WACE)

- **North end:** ARN 3.3, south of Acca Yard
- **South end:** A 11.0, Centralia
- **Segment distance:** 14.5 miles (via CSXT A Line)
- **Localities:** City of Richmond, Chesterfield County

18.1 Existing Stations

There are no existing stations in this segment.

18.2 Existing Tracks

- Two mainline tracks throughout segment
- ARN 3.3: South Leg Acca wye track connection to eastern mainline track
- ARN 3.17 to ARN 1.22: Two mainline tracks inside median of I-195 and Powhite Parkway (Route 76)
- A 5.63: Industrial lead connection to eastern mainline track
- A 10.67: Junction with S Line, connection with eastern mainline track

18.3 Rail Bridges Over Bodies of Water

- ARN 0.66: East Branch Tuckahoe Creek/CSX Tracks/James River, 2150 ft double track bridge. Norfolk Southern tracks and Riverside Drive cross under bridge.
- A 1.37: Reedy Creek, culvert over concrete lined channel
- A 5.04: Grindall Creek, pipe crossing
- A 6.37: Falling Creek, 325 ft double track bridge. Cogbill Road crosses under bridge at north end.
- A 6.54: Unnamed creek, pipe crossing
- A 9.11: Kingsland Creek, twin 80 ft single track bridges
- A 10.54: Proctors Creek, culvert

18.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following are in this segment:

- ARN 1.08: Route 146 southbound (Downtown Expressway connector to Powhite Parkway)
- ARN 1.02: Powhite Parkway northbound (Route 76)

18.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

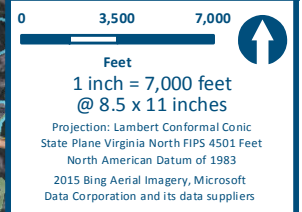
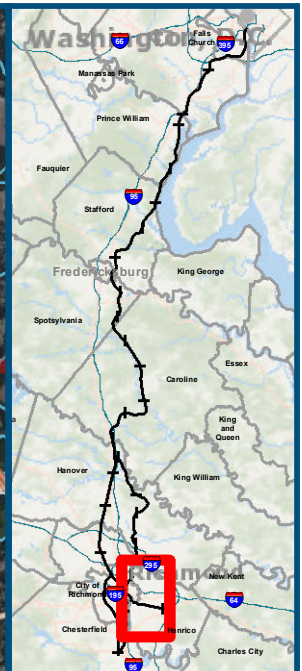
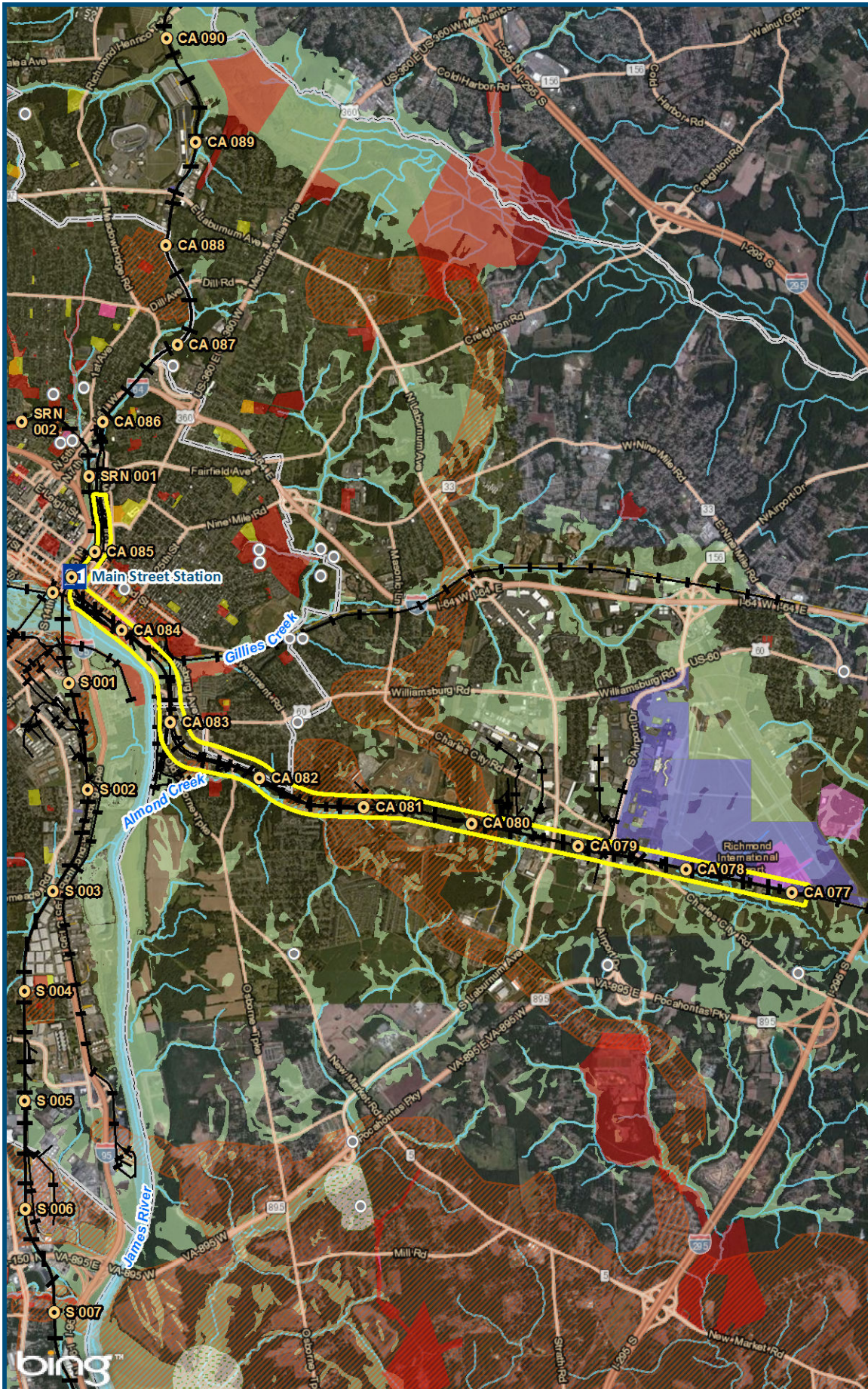
- ARN 3.18: Interstate 195 northbound. No sufficient space under bridge for additional tracks.
- ARN 3.02: West Broad Street (Route 33). No sufficient space under bridge for additional tracks.
- ARN 2.77: Monument Avenue. No sufficient space under bridge for additional tracks.
- ARN 2.50: Patterson Avenue (Route 6). No sufficient space under bridge for additional tracks.
- ARN 2.18: Grove Avenue. No sufficient space under bridge for additional tracks.
- ARN 1.93: West Cary Street (Route 147). No sufficient space under bridge for additional tracks.
- ARN 1.78: I-195 southbound ramp to eastbound Downtown Expressway (Va. Route 195). No sufficient space under bridge for additional tracks.
- ARN 1.22: Douglasdale Road. No sufficient space under bridge for additional tracks.
- A 0.30: Forest Hill Avenue (Route 683). No sufficient space under bridge for additional tracks.
- A 1.55: Midlothian Turnpike (Route 60). No sufficient space under bridge for additional tracks.
- A 2.42: Hull Street Road (Route 360). No sufficient space under bridge for additional tracks.
- A 3.71: Hopkins Road (Route 637). Sufficient space under bridge for additional track on east side.
- A 4.63: Warwick Road. No sufficient space under bridge for additional tracks.
- A 5.85: Castlewood Road. Sufficient space under bridge for additional track on west side.
- A 6.85: Chippenham Parkway (Route 150) northbound. No sufficient space under bridge for additional tracks.
- A 6.85: Chippenham Parkway (Route 150) southbound. No sufficient space under bridge for additional tracks.
- A 7.12: South Beulah Road/Dundas Road. Sufficient space under bridge for additional track on west side.
- A 10.35: Route 288 northbound. No sufficient space under bridge for additional tracks.
- A 10.37: Route 288 southbound. No sufficient space under bridge for additional tracks.

18.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- A 0.68: Jahnke Road (Route 686)
- A 1.00: Bassett Avenue

- A 3.08: Broad Rock Boulevard northbound/southbound (Route 10)
- A 3.87: Terminal Avenue
- A 5.52: Walmsley Boulevard (Route 647)
- A 9.38: Kingsland Road (Route 611)
- A 10.01: Thurston Road (Route 1452)
- A 10.74: Old Lane (Route 637)



- ### Legend
- Existing CSX Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
 - Parks
 - Cultural: High Priority Areas
 - Wildlife Refuges
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 - Conservation Lands
 - Wetland Mitigation Banks
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 - Streams

**Segment 19: AMBE
AM Junction to
Beulah
(Peninsula Sub.)**

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19.0 AM JUNCTION TO BEULAH – PENINSULA SUBDIVISION (AMBE)

- **West end:** CA 85.4, AM Junction
- **East end:** CA 77.0, near the Beulah Road grade crossing and west of Interstate 295
- **Segment distance:** 8.4 miles (via CSXT Peninsula Subdivision)
- **Localities:** City of Richmond, Henrico County

19.1 Existing Stations

- Richmond Main Street Station, CA 84.76: The only platform in use is on the east side of the station and serves the single mainline track that is part of this segment. This station is served by Amtrak regional trains.

19.2 Existing Tracks

- CA 85.4 to CA 84.44: Single mainline track
- CA 85.4: Connection from eastern mainline track of CSXT S Line
- CA 85.0 to CA 83.90: Mainline on elevated viaduct two tracks wide (one active mainline track between CA 85.0 and CA 84.44, two active tracks between CA 84.44 and CA 83.90)
- CA 84.44: Single mainline track connects with CSXT double track line to the west
- CA 84.44 to CA 77.0: Two mainline tracks
- CA 83.85 to 83.40: Mainline on elevated viaduct two tracks wide with two active tracks
- CA 83.40 to CA 80.80: CSXT Fulton Yard (yard tracks in between the two mainline tracks)
- CA 83.19: Industrial lead from northern main track
- CA 82.65: Industrial spur from south side industrial lead
- CA 82.20: Industrial lead from southern main track
- CA 79.63: Industrial lead from southern main track
- CA 79.49: Industrial spur off south side industrial lead
- CA 78.96: Industrial spur off south side industrial lead
- CA 79.31 to CA 78.91: Industrial lead with industries at each end parallels northern main track for approximately 2,000 ft ; connection to northern main track at CA 79.18
- CA 78.79 to CA 78.47: Approximately 1,500 ft side track connecting at each end to southern main track, with three industrial leads coming off side track

19.3 Rail Bridges Over Bodies of Water

- CA 83.54: Gillie Creek, tracks on viaduct over creek
- CA 79.51: Cornelius Creek, pipe crossing

19.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following are in this segment:

- CA 85.0 to CA 83.90: mainline on elevated viaduct two tracks wide (one active mainline track between CA 85.0 and CA 84.44, two active tracks between CA 84.44 and CA 83.90)
 - CA 84.99: East Marshall Street (beneath elevated viaduct)
 - CA 84.91: East Broad Street (beneath elevated viaduct)
 - CA 84.70: East Main Street (beneath elevated viaduct)
 - CA 84.61: East Cary Street (beneath elevated viaduct)
 - CA 84.55: Dock Street/South 18th Street (beneath elevated viaduct)
 - CA 84.05: Norfolk Southern tracks (beneath elevated viaduct)
 - CA 84.00: Dock Street/Pear Street (beneath elevated viaduct)
- CA 83.90 to CA 83.40: mainline on elevated viaduct two tracks wide with two active tracks
 - CA 83.85: East Main Street (Route 5) (beneath elevated viaduct)
 - CA 83.78: Peebles Street (beneath elevated viaduct)
 - CA 83.43: Nicholson Street (beneath elevated viaduct)
- CA 83.36: Private road
- CA 83.28: Private road
- CA 83.23: Orleans Street
- CA 82.30: New Osborne Turnpike
- CA 80.97: Darbytown Road

19.5 Road/Pedestrian Bridges Over Tracks

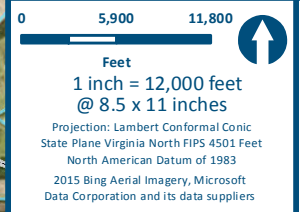
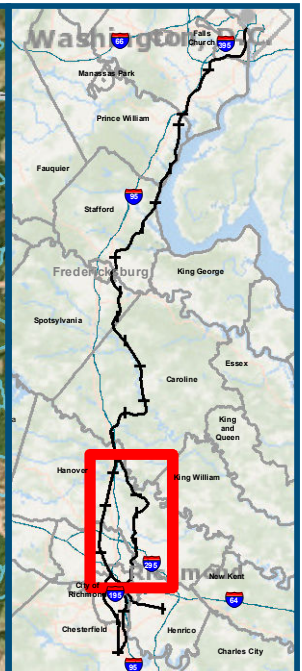
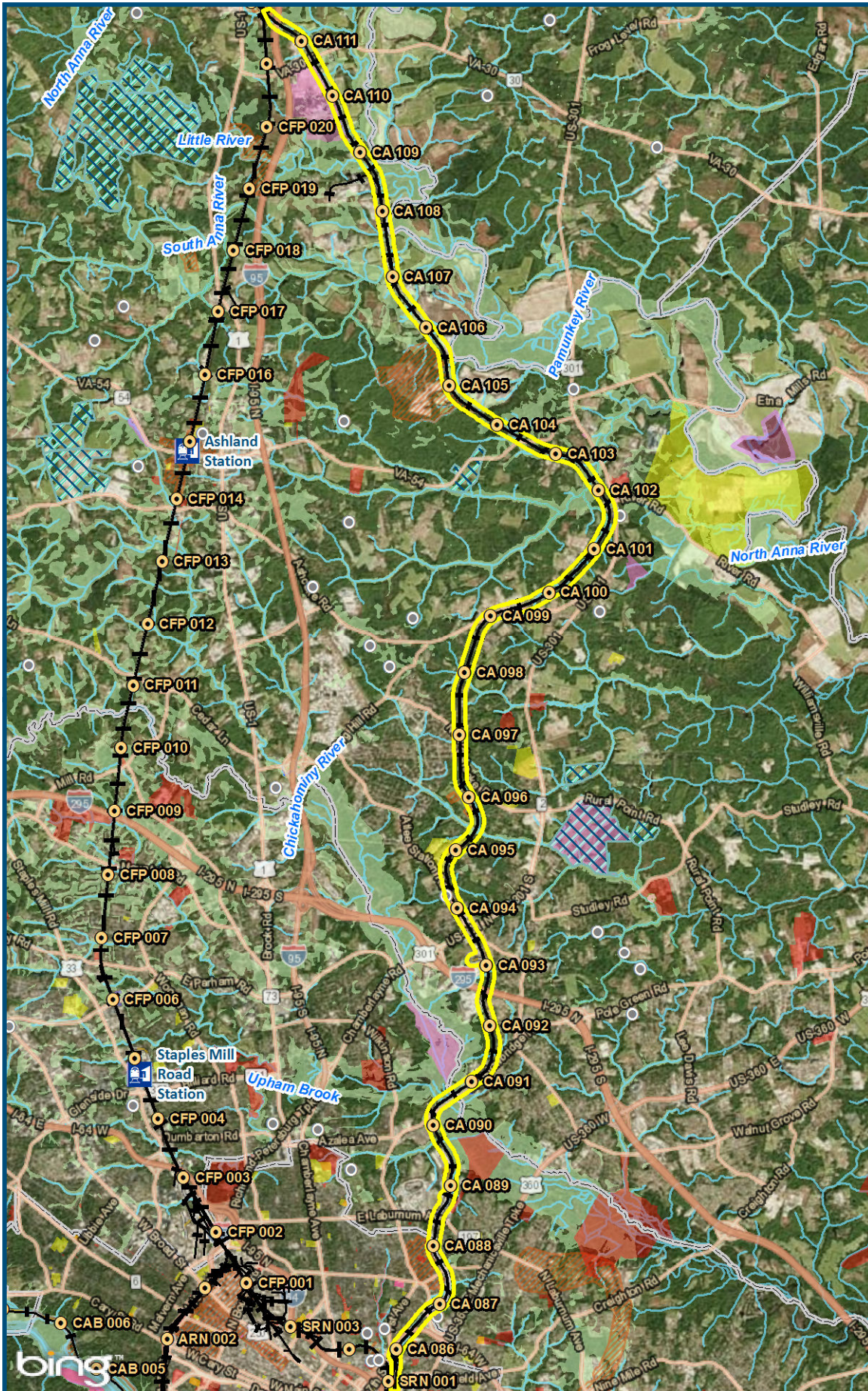
There are crossings over the tracks at the following locations:

- CA 85.21: East Leigh Street (Route 33). Sufficient space under bridge for additional track on east side.
- CA 85.12: Interstate 95 NB ramp to Route 360 SB. Sufficient space under bridge for additional tracks on east and west sides.
- CA 79.24: South Laburnum Avenue. Sufficient space under bridge for additional track on west side.
- CA 78.72: Airport Drive. Sufficient space under bridge for additional track on east side.

19.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CA 85.14: Brown Street
- CA 78.99: Miller Road
- CA 78.40: Charles City Road
- CA 76.87: Beulah Road



- ### Legend
- Existing CSXT Track
 - Mileposts
 - County/City Boundary
 - Amtrak Station
 - VRE Station
 - Amtrak/VRE Station
 - Schools
 - Parks
 - Cultural: High Priority Areas
 - Wildlife Refuges
 - Military Installations
 - Cemeteries
 - Virginia Outdoors Foundation Protected Easements
 - Natural Heritage Screening Coverage
 - SUPERFUND/CERCLA/NPL Sites
 - Wetlands
 - Conservation Lands
 - Wetland Mitigation Banks
 - Agricultural & Forestal Districts
 - Streams

Segment 20: BBRR Buckingham Branch

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20.0 BUCKINGHAM BRANCH (BBRR)

- **North end:** CA 112.0, west of the at-grade crossing of the Buckingham Branch mainline and the CSXT mainline in Doswell
- **South end:** CA 85.5, AM Junction
- **Segment distance:** 26.5 miles (via Buckingham Branch)
- **Localities:** Hanover County, Henrico County, City of Richmond

20.1 Existing Stations

There are no existing stations in this segment.

20.2 Existing Tracks

- Single mainline track for entire segment
- Multiple sidings and spur tracks near CA 112.0 (Doswell) west of at-grade crossing to connect with CSXT tracks
- CA 111.72: At-grade crossing of CSXT RF&P Subdivision mainline (crossing of 2 mainline tracks)
- CA 108.55 (est.): Industrial lead off south side
- CA 107.4 to CA 107.2: Siding connected at both ends to south side of mainline track
- CA 94.4 to CA 93.6: Siding with 3670 ft. clear length connected at both ends to north side of mainline track
- CA 93.1: Industrial lead off south side
- CA 92.65 to 92.2: Siding with 2090 ft clear length connected at both ends to south side of mainline track
- CA 92.3: Side track off north side of mainline track
- CA 88.7: Industrial lead off north side
- CA 88.6 to CA 88.4: Siding with 945 ft clear length and industrial spurs branching off connected at both ends to south side of mainline track
- CA 86.6: Industrial lead off south side

20.3 Rail Bridges Over Bodies of Water

- CA 110.88: Unnamed tributary of North Anna River, pipe crossing
- CA 108.73: Little River, 150 ft single track bridge. Unnamed road crosses under bridge on north side.
- CA 108.28: Unnamed tributary of North Anna River, pipe crossing
- CA 107.05: South Anna River, 310 ft single track bridge
- CA 105.80: Unnamed tributary of Pamunkey River, pipe crossing

- CA 104.39: Unnamed tributary of Pamunkey River, culvert
- CA 102.24: Mechumps Creek, culvert
- CA 97.62: Kersey Creek, culvert
- CA 95.39: Totopotomoy Creek, culvert
- CA 90.65: Chickahominy River, 90 ft single track bridge
- CA 90.57: Chickahominy River, 50 ft single track bridge
- CA 90.47: Upham Brook, 50 ft single track bridge
- CA 89.71: Horse Creek, culvert

20.4 Other Rail Bridges

Grade separated crossings of the railroad tracks over the following are in this segment:

- CA 93.61: Chamberlayne Road (Route 301/Route 2)
- CA 92.58: Interstate 295
- CA 86.73: Magnolia Street

20.5 Road/Pedestrian Bridges Over Tracks

There are crossings over the tracks at the following locations:

- CA 111.50: Interstate 95 southbound. No sufficient space under bridge for additional tracks.
- CA 111.50: Interstate 95 northbound. No sufficient space under bridge for additional tracks.
- CA 88.47: East Laburnum Avenue. Sufficient space under bridge for additional track on east side.
- CA 86.37: Interstate 64 westbound. Sufficient space under bridge for additional track on east side.
- CA 86.37: Interstate 64 eastbound. Sufficient space under bridge for additional track on east side.

20.6 Road/Pedestrian At-grade Crossings

There are at-grade crossings of the tracks at the following locations:

- CA 111.93: Doswell Road (Route 688)
- CA 111.88: Private crossing of north wye connection track between CSXT and Buckingham Branch track
- CA 111.72: CSXT RF&P Subdivision mainline tracks (crossing of 2 mainline tracks)
- CA 110.68: Kings Dominion Boulevard (Route 30)
- CA 110.31: Private crossing

- CA 108.54: Private crossing
- CA 108.28: Private crossing
- CA 107.34: Private crossing
- CA 106.78: Private crossing
- CA 106.31: Private crossing
- CA 105.34: Hickory Hill Road (Route 646)
- CA 103.51: East Patrick Henry Road (Route 54)
- CA 102.74: Prospect Lane (Private crossing)
- CA 102.60: Private crossing
- CA 101.48: Cadys Mill Road (Route 695)
- CA 99.67: Cadys Mill Road (Route 695)
- CA 99.32: Peaks Road (Route 657)
- CA 98.96: Private crossing
- CA 98.54: Stumpy Road (Route 654)
- CA 97.50: Wyndale Drive (Route 1221)
- CA 96.95: New Ashcake Road (Route 643)
- CA 96.19: Windy Knoll Drive (Private crossing)
- CA 94.24: Cool Spring Road (Route 652)
- CA 92.64: Private crossing (extension of Holly Ridge Road)
- CA 91.65: Private crossing (extension of Spring Valley Road)
- CA 90.96: Industrial Park Road (Route 1250)
- CA 90.19: Richmond Henrico Turnpike (Route 627)
- CA 87.58: Dill Avenue
- CA 85.77: Hospital Street