

# I-95 Corridor Improvement Plan DC2RVA: Washington, D.C. to Richmond Intercity Passenger Rail Improvements



## **ALTERNATIVE AREA 1: ARLINGTON** (LONG BRIDGE APPROACH)

Alternative 1B Add Two Main Tracks on the West Location: CFP 110 – CFP 109.3 Approximate Length: 1 Mile

### **ALTERNATIVE AREA 2: NORTHERN VIRGINIA**

Alternative 2A Add a Third or Fourth Main Track Location: CFP 109.3 – CFP 62 Approximate Length: 47 Miles

### **ALTERNATIVE AREA 3: FREDERICKSBURG** Alternative 3B

Add a Third Main Track Through the City, Add a Third Main Track North and South of the City Location: CFP 62 - CFP 48 Approximate Length: 14 Miles

### **ALTERNATIVE AREA 4: CENTRAL VIRGINIA** Alternative 4A Add a Third Main Track Location: CFP 48 - CFP 19

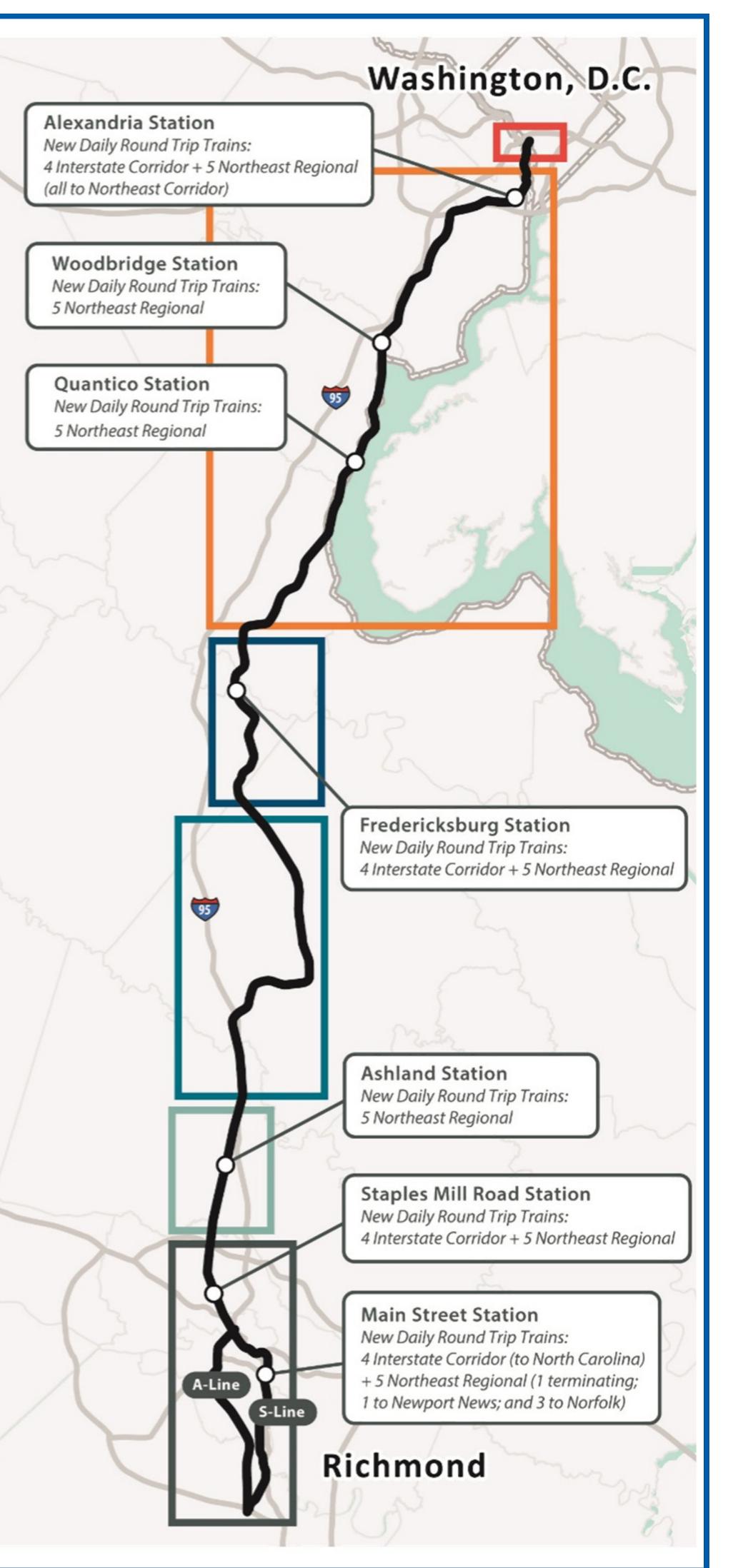
Approximate Length: 29 Miles

### **ALTERNATIVE AREA 5: ASHLAND**

Alternative 5A Maintain Two Tracks Through Town (No Station Improvements), Add a Third Main Track North and South of Town Location: CFP 19 - CFP 9 Approximate Length: 10 Miles

**ALTERNATIVE AREA 6: RICHMOND** Alternative 6F Staples Mill Road Station and Main Street Station Full Service with S-Line Improvements Location: CFP 9 - A 11 Centrailia Approximate Length: 23 Miles

## **Selected Alternative**





## **Project Purpose**

Increase passenger and freight capacity on the I-95 corridor

- Least reliable and most heavily congested corridor in Virginia
- Additional I-95 truck diversion not possible without more rail capacity Additional VRE/Amtrak service impossible without more rail capacity **Provide more frequent and reliable intercity passenger trains**
- **Double the number of Amtrak round trips in the corridor**
- Improve mobility for future workforce, businesses, and customers Build upon rail projects already underway in corridor and region

## **Project Quick Facts**

123-mile corridor, consisting primarily of two existing main tracks • Northern Terminus: South of Long Bridge (across the Potomac River) in Arlington, VA Southern Terminus: Centralia in Chesterfield County, VA (south of Richmond) Shared rail corridor:

- Amtrak provides intercity passenger rail service
- VRE provides commuter rail service
- CSX Transportation (CSXT) owns the tracks and provides freight rail service

• The Project will increase passenger trains speeds, where practicable, up to 80 to 90 mph

## Record of Decision (ROD)

• Received September 5, 2019 from the Federal Railroad Administration (FRA) **Completes Environmental Impact Station (EIS) process** • Makes project eligible for federal funding to advance planning and design



