

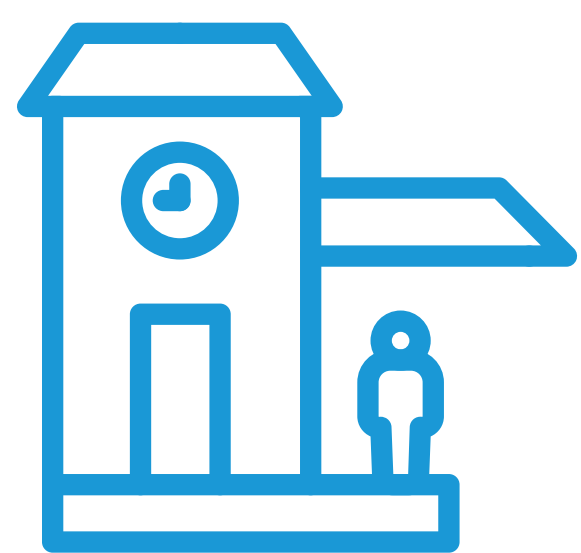
Railroad Infrastructure Improvements

Platform and Station

An area where train passengers will board and alight from train.

Why improvements are needed

- No platform currently exists for Amtrak to service.
- The future station will be designed by the NRV Station Authority.

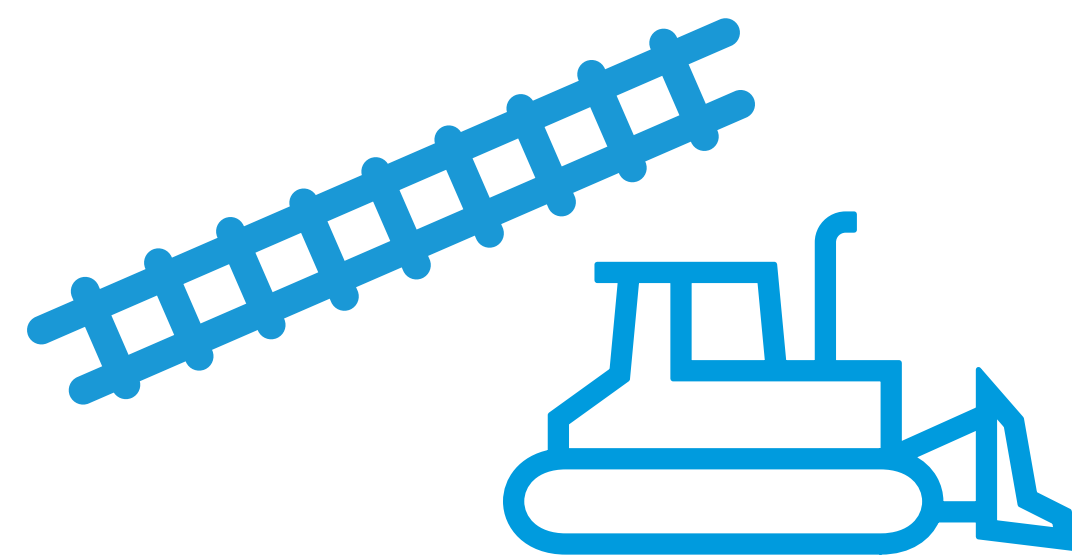


Connector Track

A connector track is new track constructed between two existing tracks or between an existing track and a new platform to complete a new route or to reach a new destination.

Why improvements are needed

- No connection exists between the VPRA-owned Virginian Line (V-Line) and the Norfolk Southern-owned Blacksburg Branch adjacent to the proposed station locations.
- A direct connection must be constructed for the passage of trains from the V-Line to the proposed platform on the Blacksburg Branch.

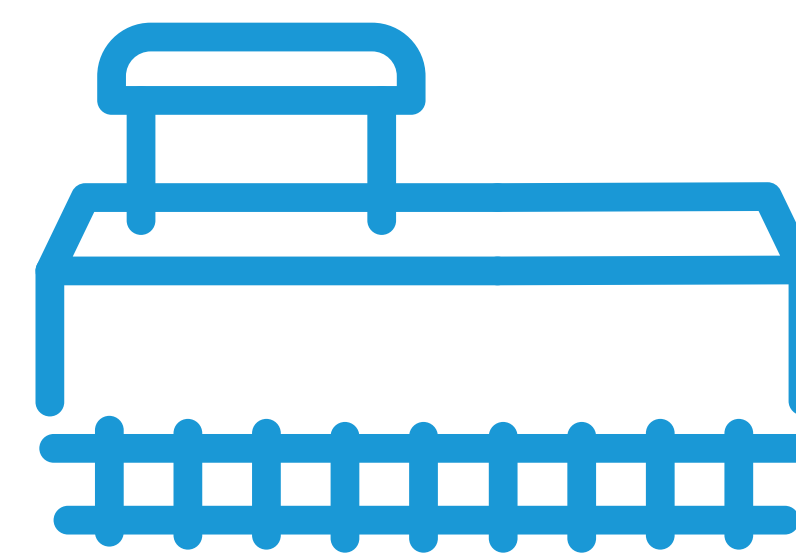


Layover Facility

A layover facility stores trains overnight between the last trip at the end of each night and the first trip the following day for maintenance.

Why improvements are needed

- No facility exists in the study area where trains can be serviced and stored overnight.
- Travel to closest facility in Roanoke not feasible because it is an extra 30-mile round trip with freight train interference.
- To provide morning service, trains must be stored near the station.
- A facility is needed for Amtrak crews.



Positive Train Control (PTC)

PTC systems are designed to prevent train-to-train collisions, over-speed derailments, disruptions to established work zones, and movements of trains through switches left in the wrong position.

Why improvements are needed

- The Rail Safety Improvement Act of 2008 requires the use of PTC for train lines with regular passenger service.
- Reduces risks of collisions and accidents, which protects the corridor from damage.

