

Virginia Station Needs Assessment

DRPT initiated a study to identify the condition and needs at Virginia's Amtrak stations.

Study goals and objectives

- Identify state of good repair (SGR) needs, capacity needs, and associated costs
- Provide local station stakeholders with the data to inform capital spending decisions regarding improvements
- Secure a dedicated funding source for strategic statewide coordination of improvements
- Provide amenities, features, and services to enable a consistent Amtrak customer experience throughout Virginia



Alexandria Station looking west.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM).



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

DRPT VIRGINIA STATION NEEDS ASSESSMENT

1. Alexandria
2. Ashland
3. Burke Centre
4. Charlottesville
5. Clifton Forge
6. Culpeper
7. Danville
8. Fredericksburg
9. Lynchburg
10. Manassas
11. Newport News
12. Norfolk
13. Petersburg (Ettrick)
14. Quantico
15. Richmond (Main Street)
16. Richmond (Staples Mill)
17. Roanoke
18. Staunton
19. Williamsburg
20. Woodbridge



- Washington-Roanoke (Route 46)
- Washington-Richmond (Route 51)
- Amtrak Long Distance
- Washington-Newport News (Route 47)
- VRE Commuter Rail System
- Other Amtrak State-supported (Carolinian)
- Washington-Norfolk (Route 50)

Note: Study did not include Lorton Auto Train Station. Auto Train is a separate business line under Amtrak and DRPT has limited control or influence over the Auto Train station and infrastructure.

Study process

The study involved:

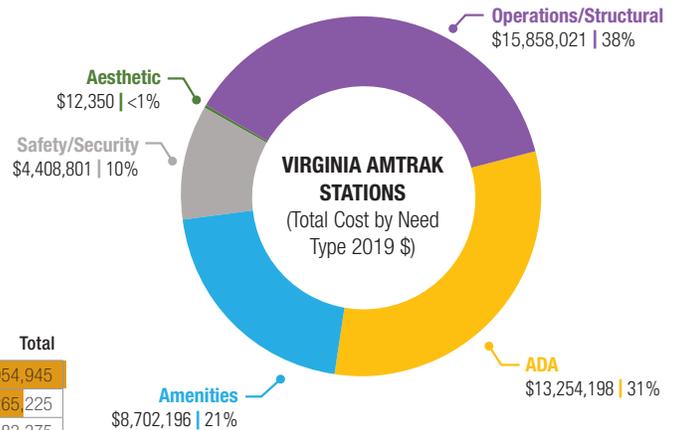
- Performing assessments of existing conditions on day of visit at all Virginia Amtrak stations except Lorton Auto Train
- Developing an inventory of station subcomponents including detailed condition information
- Identifying subcomponents not in a SGR
- Reviewing *Amtrak Station Program and Planning Guidelines* to identify capacity needs
- Categorizing SGR and capacity needs as ADA, aesthetic, amenities, operations/structural, or safety/security related
- Developing cost estimates for SGR and capacity needs
- Developing GIS geodatabase containing existing station inventory, capacity needs and cost estimates



For individual station summaries:

- All ons/offers numbers are from FFY 2018.
- Train counts represent total number of trains that stop at a station in either direction daily.

	ADA	Aesthetic	Amenities	Operations/ Structural	Safety/ Security	Total
Alexandria	\$ 673,435	\$ 3,250	\$ 5,850	\$ 6,073,620	\$ 198,790	\$ 6,954,945
Ashland	\$ 3,655,125	\$ -	\$ 1,278,650	\$ 331,450	\$ -	\$ 5,265,225
Burke Centre	\$ 110,725	\$ -	\$ 13,650	\$ 31,800	\$ 27,200	\$ 183,375
Charlottesville	\$ 745,736	\$ -	\$ 3,477,900	\$ 133,950	\$ 86,620	\$ 4,444,206
Clifton Forge	\$ 1,320,270	\$ -	\$ 984,060	\$ 7,100	\$ 994,000	\$ 3,305,430
Culpeper	\$ 1,167,650	\$ -	\$ 14,625	\$ 64,480	\$ 14,200	\$ 1,260,955
Danville	\$ 22,710	\$ -	\$ -	\$ 18,320	\$ 650	\$ 41,680
Fredericksburg	\$ 610,130	\$ -	\$ 1,143,150	\$ 15,840	\$ 9,940	\$ 1,779,060
Lynchburg	\$ 609,615	\$ -	\$ 513,150	\$ 14,550	\$ 15,140	\$ 1,152,455
Manassas	\$ 94,480	\$ -	\$ 9,542	\$ 190,801	\$ 9,425	\$ 304,248
Newport News	\$ 700,193	\$ 2,600	\$ 4,680	\$ 1,639,946	\$ 37,346	\$ 2,384,765
Norfolk	\$ 4,670	\$ -	\$ 58,100	\$ 49,213	\$ -	\$ 111,983
Petersburg	\$ 92,126	\$ -	\$ 22,100	\$ 2,214,024	\$ 2,902,665	\$ 5,230,915
Quantico	\$ 2,006,996	\$ -	\$ 1,022,725	\$ 6,500	\$ 1,625	\$ 3,037,846
Richmond- Main St	\$ 672,563	\$ -	\$ 1,300	\$ 3,250	\$ 9,940	\$ 687,053
Richmond- Staples Mill	\$ 7,100	\$ -	\$ 12,350	\$ 4,974,050	\$ 75,160	\$ 5,086,660
Roanoke	\$ 5,200	\$ 6,500	\$ 9,425	\$ 13,600	\$ -	\$ 34,725
Staunton	\$ 17,450	\$ -	\$ 64,389	\$ 9,400	\$ 20,345	\$ 111,584
Williamsburg	\$ 148,724	\$ -	\$ 65,900	\$ 54,298	\$ 5,755	\$ 274,677
Woodbridge	\$ 589,300	\$ -	\$ 650	\$ 11,830	\$ -	\$ 601,780
TOTAL	\$ 13,254,198	\$ 12,350	\$ 8,702,196	\$ 15,858,021	\$ 4,408,801	\$ 42,235,566



COSTS:

For each SGR or capacity need, rough order-of-magnitude (ROM) cost estimates were developed. Costs are in 2019 for the year the study was performed and 2022 as the year of the next Virginia State Rail Plan. Contingencies were applied to all costs listed on the station summaries and are described in detail in the full study report.

TOTAL COSTS¹

2019: \$42,235,566

2022: \$46,827,327

¹All costs listed include a contingency.

Alexandria (ALX) Station

Station Fast Facts

Amtrak Station Code: **ALX**

Annual Ons/Offs at Station: **187,289**

State Ridership Rank: **2nd**

Daily Amtrak State-Supported Trains: **12**

Daily Amtrak Long Distance Trains: **12***

Building Owner:
City of Alexandria

Land Owner:
City of Alexandria

Platform Owner: **CSXT**

Host Railroad: **CSXT**

*One pair of long distance trains serves this station only tri-weekly.



Looking northeast. Site visit conducted May 9, 2019.



Asphalt and concrete damage apparent on both platforms.



Shelters along platform have graffiti and litter.



Water fountains are clogged/unusable.

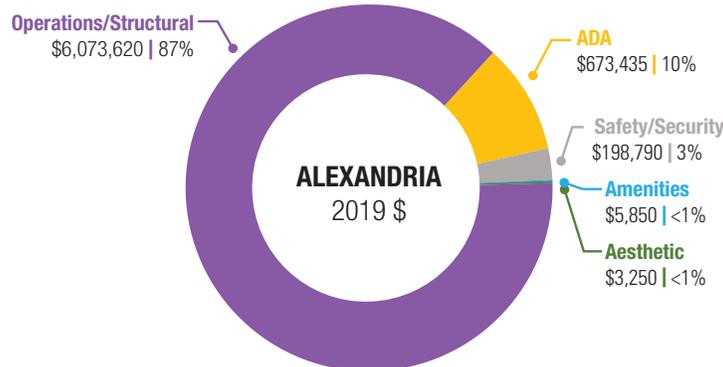
Planned Improvements

A passenger information display system is planned to be installed in 2019, however, the exact specifications of the technology were not known at the time of this assessment

The following improvements are in the 10% design phase:

- South platform improvements providing access to both tracks
- North platform demolition, reconstruction, and extension
- Demolition of the south side canopy and reconstruction of enlarged canopy
- Removal of existing at grade crossing
- Addition of two new elevators

Alexandria Station was originally built in 1905 and rebuilt again in 1982. The station is located in the City of Alexandria and is within walking distance from WMATA's King Street Metrorail Station. Both platforms' surfaces have the most substantial deficiencies of all major station component categories. Crumbling asphalt and large cracks in the concrete are posing tripping hazards for riders and employees. The elevated walkway surrounding the front entrance towards the east side of the station building is currently reinforced by a temporary support system. According to employees, there are lighting deficiencies at both the parking lot and under both canopies. All nine benches on the north platform are not ADA compliant. A passenger information display system is planned to be installed at Alexandria in 2019.



TOTAL COSTS¹

2019: \$6,954,945
2022: \$7,711,072

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022	
ADA	Benches are not ADA compliant	\$58,500	\$64,860	
	Outdated Amtrak timetables need to be removed	\$1,300	\$1,441	
	Faded directional sign at tunnel to Track 2	\$650	\$721	
	Braille sign is broken and detached	\$325	\$360	
	Ramp has cracking concrete and railing for ramp needs to be higher to meet code	\$28,400	\$31,488	
	Employee restroom is not ADA compliant	\$7,100	\$7,872	
	Unlevel sidewalk around memorial is a potential tripping hazard	\$1,950	\$2,162	
	Insufficient signage, demarcation and availability of parking for Amtrak customers	\$710	\$787	
Aesthetic	Damaged brick around memorial	\$3,250	\$3,603	
Amenities	Dated and damaged employee furniture in break room	\$3,250	\$3,603	
	Clogged water fountain; both water fountains have insufficient pressure and are unusable	\$650	\$721	
	Blinds in ticket booth are bent and broken	\$650	\$721	
Operations/ Structural	Temporary sidewalk closure along eastbound side of King Street between Alexandria Station and King Street Station is inconvenient	\$7,100	\$7,872	
	Columns are broken or have missing covers	\$5,200	\$5,765	
	Broken wooden beams in canopy. Bird nest and extensive bird droppings under canopy.	\$1,950	\$2,162	
	Damaged downspouts and unsecure downspout	\$1,950	\$2,162	
	Worn and cracked front entrance platform with rebar showing	\$14,200	\$15,744	
	Elevated walkway surrounding front entrance of the station towards the east side of the building has temporary supports; needs permanent solution	\$142,000	\$157,438	
	Asphalt and concrete damage on both platforms	\$5,503,920	\$6,102,294	
	No hot water for employee restroom or in mop room	\$3,550	\$3,936	
	Damaged concrete around base of stair railing on platform opposite of station	\$3,250	\$3,603	
	Shelters along platform have graffiti and litter	\$106,500	\$118,078	
	Pedestrian tunnel has standing water, poor drainage, and mildew; environment in the tunnel is undesirable	\$10,650	\$11,808	
	Safety/ Security	Bollards are damaged	\$1,300	\$1,441
		Insufficient lighting under canopy	\$35,500	\$39,359
Insufficient lighting in parking lot		\$85,200	\$94,463	
Retention wall needs repairs		\$6,390	\$7,085	
Amtrak station sign is outdated		\$3,550	\$3,936	
Railing unsecure and wobbly; broken railing		\$1,300	\$1,441	
Crosswalks and parking spaces need restriping		\$1,950	\$2,162	
Some pole lights are not functional and have broken plastic panes. All have foggy plastic panes		\$49,400	\$54,771	
Total		\$6,091,595	\$6,753,860	



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push button doors at ADA referenced entrance	\$6,500	\$7,207
	Passenger information display system	\$568,000	\$629,752
Amenities	Insufficient Amtrak employee parking	\$1,300	\$1,441
Operations/ Structural	Insufficient employee area especially break room	\$284,000	\$314,876
Safety/ Security	Emergency Call Box	\$3,550	\$3,936
Total		\$863,350	\$957,212

Ashland (ASD) Station

Station Fast Facts

Amtrak Station Code: **ASD**

Annual Ons/Offs at Station: **28,939**

State Ridership Rank: **12th**

Daily Amtrak State-Supported Trains: **10**

Daily Amtrak Long Distance Trains: **0**

Building Owner: **Town of Ashland**

Land Owner: **Town of Ashland**

Platform Owner: **CSXT**

Host Railroad: **CSXT**



Looking north. Site visit conducted April 11, 2019.

Planned Improvements

- A passenger information display system is planned to be installed as part of an Amtrak PIDS deployment program upon completion of Amtrak ADA improvements to the platforms
- ADA compliant platforms are planned to be built in 2019 as part of an Amtrak ADA improvement program



East platform shows curb damage and irregular curvature.

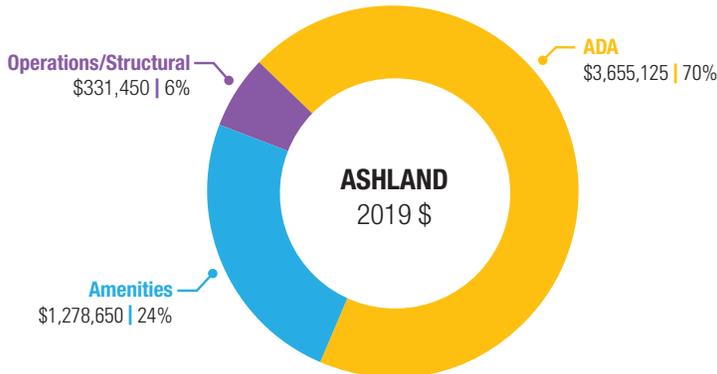


Restrooms are not ADA compliant.



Downspouts lead to platform with poor drainage system.

Ashland Station was originally built in 1890 and rebuilt and completed in 1923. The station is located in the Town of Ashland, in Hanover County, and consists of a platform and building, which also houses the Ashland Visitor Center. Some limited seating is available when the Visitor Center is open, from 9 am to 5 pm. The most critical need at the station is to improve the platform surface, which has poor drainage, irregular curvature, crumbling curbs, lacks tactile strips and platform canopies, and is not ADA-compliant. Because trains can arrive on either set of tracks, passengers typically stand on the tracks as a train approaches to determine the correct boarding track. Many near-misses have occurred at this station between passengers, trains and cars. Because of this, a passenger information display system and a public address system are recommended.



TOTAL COSTS¹

2019: \$5,265,225

2022: \$5,837,650

¹All costs listed include a contingency.



State of Good Repair Needs

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CATEGORY	DEFICIENCY	2019	2022
ADA	Platform is not ADA compliant, has irregular curvature and curb damage	\$2,641,200	\$2,928,346
	Restrooms are not ADA compliant	\$7,100	\$7,872
Amenities	Base of toilets are stained with dirt	\$650	\$721
Operations/ Structural	Platform has drainage issues	\$330,150	\$366,043
	Lock on restroom door is not working	\$1,300	\$1,441
Total		\$2,980,400	\$3,304,423



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Long-term ADA parking spaces	\$4,550	\$5,045
	Public address speakers	\$66,030	\$73,209
	Pick up/drop off lane(s)	\$12,070	\$13,382
	Amtrak station signage	\$14,200	\$15,744
	Passenger Information Display System	\$655,953	\$727,267
	ADA lift	\$28,400	\$31,488
	Tactile strips	\$222,372	\$246,548
	ADA push buttons for station doors	\$3,250	\$3,603
Amenities	Platform canopies	\$1,278,000	\$1,416,941
Total		\$2,284,825	\$2,533,227

Burke Centre (BCV) Station

Station Fast Facts

Amtrak Station Code: BCV
Annual Ons/Offs at Station: 7,498
State Ridership Rank: 17th
Daily Amtrak State-Supported Trains: 2
Daily Amtrak Long Distance Trains: 0
Building Owner: VRE
Land Owner: VRE
Platform Owner: VRE
Host Railroad: Norfolk Southern

Planned Improvements

- There are no planned improvements at Burke Centre



Looking north. Site visit conducted April 4, 2019.



Platform emergency egress on eastside is unsafe.

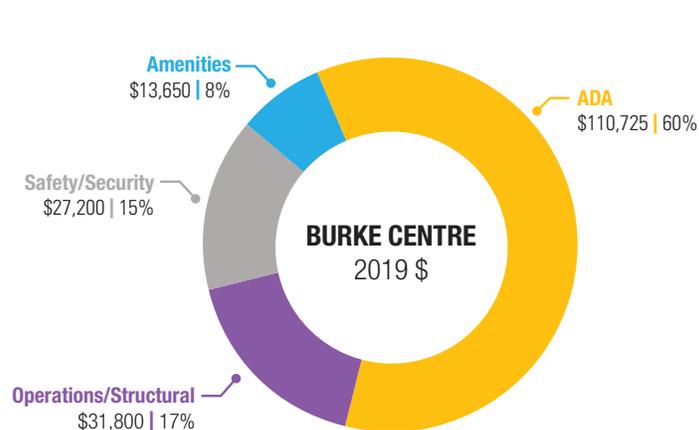


Platform tactile strips are faded and cracking.



Concrete ramp is cracking.

Burke Centre Station, built in 1992, is a shelter station with a major VRE commuter parking garage and is located 20 miles from Washington, D.C. in Fairfax County. The five-story garage was later built in 2008 and is owned by the Board of Supervisors of Fairfax County. Of all major station component categories, the condition of the platform tactile strips is most significantly deficient. In case of emergency, the egress option for passengers on the platform is unsafe and needs improvement. In the parking garage, there are signs of vandalism, with several fire extinguishers missing. The canopy shows signs of leaking at several places.



TOTAL COSTS¹

2019: \$183,375

2022: \$203,311

¹All costs listed include a contingency.



State of Good Repair Needs

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CATEGORY	DEFICIENCY	2019	2022
ADA	New tactile strips needed on portion of platform	\$73,805	\$81,828
	Railing on stairs to station headhouse needs to be higher to meet code	\$8,520	\$9,446
	Cracks on concrete ramp	\$14,200	\$15,744
	No Amtrak station sign and primarily non-Amtrak signage at station	\$14,200	\$15,744
Amenities	Elevator has graffiti and is missing inspection certificate	\$13,000	\$14,413
	Metal protection around a light bulb is broken	\$650	\$721
Operations/ Structural	Parking lot striping is faded	\$13,000	\$14,413
	Potholes in surface parking lots	\$6,500	\$7,207
	Rainwater damage on platform	\$7,100	\$7,872
	Multiple wasp nests under canopies	\$1,300	\$1,441
	Insecure communications cabinet with exposed wiring	\$650	\$721
	Rusted and broken conduits under platform	\$3,250	\$3,603
	Platform emergency egress needs signing and clear pathway	\$14,200	\$15,744
Safety/ Security	Fire extinguishers and cabinets in parking garage missing or vandalized	\$6,500	\$7,207
	Steel nosing on stairs is loose	\$6,500	\$7,207
	Total	\$183,375	\$203,311



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

There are no capacity needs at Burke Centre

Charlottesville (CVS) Station

Station Fast Facts

Amtrak Station Code: **CVS**

Annual Ons/Offs at Station: **131,419**

State Ridership Rank: **3rd**

Daily Amtrak State-Supported Trains: **2**

Daily Amtrak Long Distance Trains: **4***

Building Owner: **Union Station Partners, LLC**

Land Owner: **Union Station Partners, LLC**

Platform Owner: **Norfolk Southern, CSXT**

Host Railroad: **Norfolk Southern, CSXT (BBRR)**

* One pair of long distance trains serves this station only tri-weekly.



Looking southwest. Site visit conducted May 7, 2019.



Platform surface is uneven with evidence of standing water.



Appliances are precariously located in the crew area.

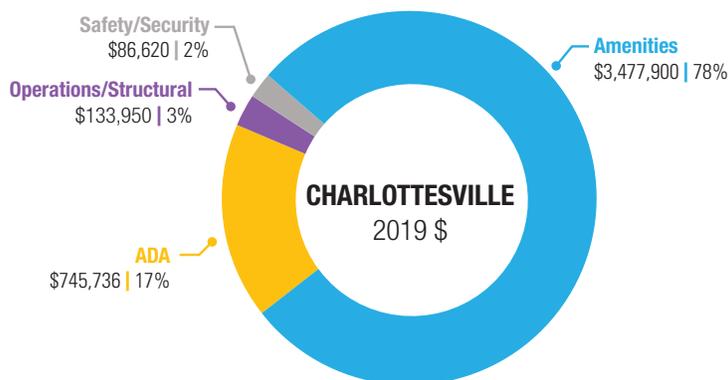


Amtrak station sign is heavily faded.

Planned Improvements

- A passenger information display system is planned to be installed in 2021 as part of an Amtrak ADA improvement program
- DRPT is conducting a study, in conjunction with locality stakeholders, to determine future station capacity expansion and multi-use opportunities

Charlottesville Union Station was built in 1885 and renovated in 1999 and is located in between the University of Virginia and Downtown Charlottesville, in the City of Charlottesville. The station features a heavily-utilized waiting room staffed by Amtrak employees. The most critical deficiencies at the station are both the lack of a passenger information display system and the lack of canopies on both platforms. Along with the lack of tactile strips on the south (track 2, CSX) platform, the asphalt shows signs of standing water, has major issues with cracking, and is uneven. Lighting at this platform is also poor. Multiple Amtrak signs throughout both platforms are either outdated, in poor condition, or missing. For employees, although there is enough space, the conditions are not optimal. There is a hazardous setup for appliances in the crew area, along with a lack of hot water, broken shower, and water damage in the ceiling.



TOTAL COSTS¹

2019: \$4,444,206

2022: \$4,927,370

¹All costs listed include a contingency.



State of Good Repair Needs

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CATEGORY	DEFICIENCY	2019	2022
ADA	Missing tactile landing pads at six curb crossings	\$6,390	\$7,085
	Outdated Amtrak station signage on one platform	\$7,100	\$7,872
	Faded Amtrak signs	\$14,200	\$15,744
	Missing track location sign at one location	\$3,550	\$3,936
Amenities	Debris blocking drainage of ditch	\$325	\$360
Operations/ Structural	Uneven platform surface with evidence of standing water	\$128,425	\$142,387
	Broken shower	\$650	\$721
	No hot water in employee bathroom	\$3,250	\$3,603
	Unsecure speaker wiring	\$325	\$360
	Evidence of water damage on ceiling in employee area	\$1,300	\$1,441
Safety/ Security	Unsafe location of appliances in employee area	\$3,550	\$3,936
	No pole lighting for one platform	\$56,800	\$62,975
Total		\$225,865	\$250,420



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push buttons for station doors	\$9,750	\$10,810
	Passenger information display system	\$568,000	\$629,752
	Tactile strips for platform 2	\$136,746	\$151,613
Amenities	Platform benches	\$26,000	\$28,827
	Entrance mat for station entrance on platform 2	\$975	\$1,081
	Platform canopies	\$3,450,600	\$3,825,742
Safety/ Security	Track barrier fencing to prevent pedestrians from crossing tracks	\$21,300	\$23,616
	Emergency platform call box	\$4,970	\$5,510
Total		\$4,218,341	\$4,676,950

Clifton Forge (CLF) Station

Station Fast Facts

Amtrak Station Code: **CLF**

Annual Ons/Offs at Station: **1,951**

State Ridership Rank: **20th**

Daily Amtrak State-Supported Trains: **0**

Daily Amtrak Long Distance Trains: **2***

Building Owner: **CSX**

Land Owner: **CSX**

Platform Owner: **CSXT**

Host Railroad: **CSXT**

*One pair of long distance trains serves this station only tri-weekly.



Looking east. Site visit conducted April 12, 2019.

Planned Improvements

- A new platform along with ADA related parking and station improvements are planned for construction in 2028 as part of an Amtrak ADA improvement program



Concrete slabs at the boarding area show substantial cracking.

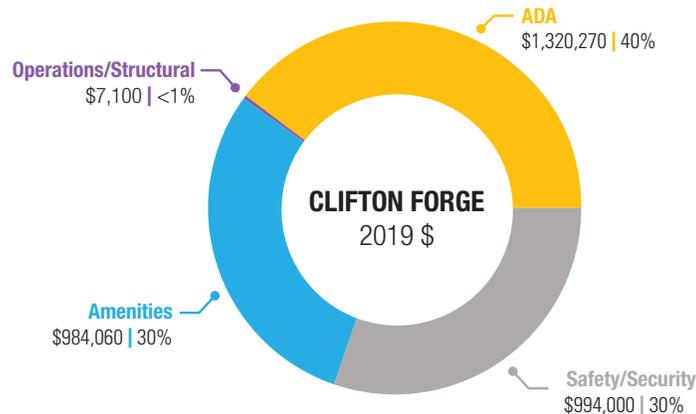


The boarding area lacks a platform.



Building door does not open 90 degrees with ADA push button.

Clifton Forge Station was originally built in 1902 by the Chesapeake and Ohio (C&O) Railway. The station is located in the Town of Clifton Forge, in Allegheny County, and consists of a building, which is used as a yard office for CSX. Currently, CSX occupies the entire three-story building except the Amtrak passenger waiting room adjacent to the tracks. The most critical deficiency at this station is the lack of a boarding platform. Several Amtrak signs in the parking lot have been installed parallel to the tracks, but other measures need to be implemented to effectively separate motor vehicles from encroaching into the passenger area. There is no evidence of a lighting system at the platform area and the parking lot. There is neither a canopy nor tactile strips at this station. Although the ADA spaces in the parking lot were recently repaved and painted, the rest of the parking has faded parking lines.



TOTAL COSTS¹

2019: \$3,305,430

2022: \$3,664,789

¹All costs listed include a contingency.



State of Good Repair Needs

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CATEGORY	DEFICIENCY	2019	2022
ADA	Door does not open 90 degrees with ADA push button	\$3,250	\$3,603
	ADA spaces need restriping	\$4,940	\$5,477
Total		\$8,190	\$9,080



Capacity Needs

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CATEGORY	REQUIREMENTS	2019	2022
ADA	Boarding platform	\$1,312,080	\$1,454,727
	Tactile strips	\$-	\$-
Operations/ Structural	Vehicular barrier around passenger boarding area	\$7,100	\$7,872
Amenities	Platform canopy	\$984,060	\$1,091,045
Safety/ Security	Lighting for boarding area	\$113,600	\$125,950
	Lighting for parking lot	\$880,400	\$976,115
Total		\$3,297,240	\$3,655,709

Culpeper (CLP) Station

Station Fast Facts

Amtrak Station Code: **CLP**

Annual Ons/Offs at Station: **14,428**

State Ridership Rank: **15th**

Daily Amtrak State-Supported Trains: **2**

Daily Amtrak Long Distance Trains: **4***

Building Owner: **Town of Culpeper**

Land Owner: **Town of Culpeper**

Platform Owner: **Norfolk Southern**

Host Railroad: **Norfolk Southern**

*One pair of long distance trains serves this station only tri-weekly.



Looking south. Site visit conducted April 8, 2019.

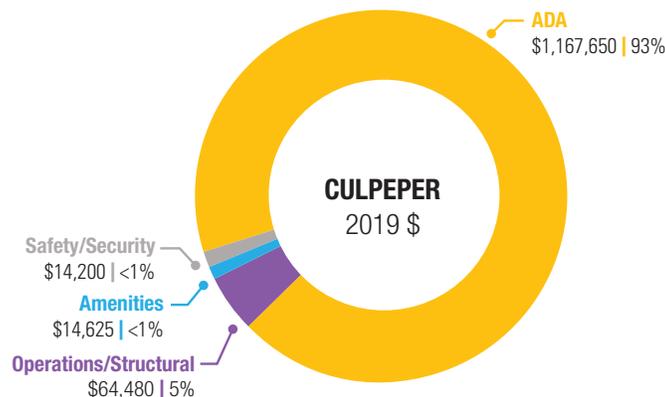


Platform has major drainage issues. Platform is well below top of rail. ADA spaces are for short term parking only.

Planned Improvements

- An ADA compliant platform is currently being built as part of an Amtrak ADA improvement program. This platform will be 380 ft. long and 8 inches above the top of rail when completed
- Amtrak has periodically been replacing and repairing brickwork on paths around the station property for ADA compliance

Culpeper Station was originally built in 1852 and rebuilt again in 1904. The unstaffed station is located in the historic district in the Town of Culpeper, in Culpeper County, and is occupied by the Culpeper Visitor Center (with public-facing staff during certain hours), Chamber of Commerce, Culpeper Department of Tourism, and the Museum of Culpeper History. The station features a small waiting room that is maintained by the visitor center employees. The most critical deficiency at the station is the condition of the platform. The platform surface is uneven with poor drainage and shows major signs of cracking towards the southern end. Platform construction by Amtrak was ongoing during the time of the site visit. There are no public address speakers at this station. The air conditioning units show signs of age and wear along with its insulation wiring. The station has no outdoor seating; platform benches are absent from the station.



TOTAL COSTS¹

2019: \$1,260,955

2022: \$1,398,043

¹All costs listed include a contingency.



State of Good Repair Needs

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CATEGORY	DEFICIENCY	2019	2022
ADA	Substandard, damaged or cracking, and uneven surface at boarding location with evidence of standing water; raised platform needed	\$1,136,000	\$1,259,504
Amenities	Outside window seals need painting	\$650	\$721
	Missing covers on exterior outlets	\$975	\$1,081
Operations/ Structural	Wasp nests in louvers on building	\$1,300	\$1,441
	Parking lot needs restriping	\$9,750	\$10,810
	Unsecured downspout	\$130	\$144
	Damaged gutter	\$1,300	\$1,441
	Old air conditioning units with aged and cracked insulation for connection to station	\$52,000	\$57,653
Safety/ Security	No railing along platform adjacent to drop in elevation	\$14,200	\$15,744
Total		\$1,216,305	\$1,348,539



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Public address speakers	\$28,400	\$31,488
	Tactile strips	-	-
	ADA push buttons for station doors	\$3,250	\$3,603
Amenities	Platform benches	\$13,000	\$14,413
Total		\$44,650	\$49,504

Danville (DAN) Station

Station Fast Facts

Amtrak Station Code: **DAN**

Annual Ons/Offs at Station: **6,934**

State Ridership Rank: **18th**

Daily Amtrak State-Supported Trains: **0**

Daily Amtrak Long Distance Trains: **2**

Building Owner: **City of Danville**

Land Owner: **City of Danville**

Platform Owner: **City of Danville**

Host Railroad: **Norfolk Southern**



Looking north. Site visit conducted April 11, 2019.



Platform railing is rusted to complete section loss.



Exposed tubes pose as tripping hazards on the platform.

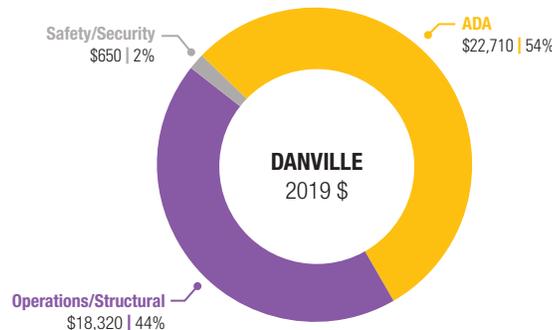


Due to renovation, the passenger waiting area at time of inspection was closed.

Planned Improvements

- A \$500,000 renovation to the passenger waiting area and Science Center is ongoing. Funding is provided by the National Science Foundation.

Danville Station was originally built in 1899 and rebuilt again in 1922. The station is located in the City of Danville, and consists of a platform, canopy, and station building, of which none are Amtrak-controlled. At the time of the site visit, the building's interior was undergoing an approximately \$500,000 renovation funded by the National Science Foundation for the Danville Science Center, temporarily closing the Amtrak passenger waiting room. The most critical deficiency at this station is the lack of wheelchair accessibility when entering and exiting the front of the station building. The entrance and exit doors lack ADA push buttons and there are no visually impaired aids from the parking lot to the station and the platform. The parking lot, used by Amtrak customers, needs restriping. The platform area has multiple safety and operational issues. The canopy down spouts are positioned in a way that causes erosion to the column bases. Vegetation is growing throughout the platform tactile strips as well as other areas on the platform. Exposed tube endings located on the platform pose as tripping hazards, compounded by the poor lighting quality from dirty light fixtures.



TOTAL COSTS¹

2019: \$41,680

2022: \$46,212

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	ADA accessible path from parking to station needed with appropriate tactile surfaces	\$3,550	\$3,936
	Missing Amtrak braille signage	\$1,300	\$1,441
Operations/ Structural	Downspouts on platforms causing erosion to column bases	\$1,420	\$1,574
	Parking lot needs restriping	\$6,500	\$7,207
	Circular indentations in waiting area are a potential tripping hazard and need to be filled. Also waiting area needs to be cleaned	\$1,300	\$1,441
	Exposed tubes extending from platform need to be removed	\$1,300	\$1,441
	Broken handrail	\$1,950	\$2,162
	Broken door support	\$650	\$721
	Vegetation growing through edges of tactile tiles on platform	\$5,200	\$5,765
Safety/ Security	Canopy light covers need cleaning	\$650	\$721
Total		\$23,820	\$26,410



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push buttons for station doors	\$6,500	\$7,207
	ADA ramp to station front entrance	\$11,360	\$12,595
Total		\$17,860	\$19,802

Fredericksburg (FBG) Station

Station Fast Facts

Amtrak Station Code: **FBG**

Annual Ons/Offs at Station: **60,947**

State Ridership Rank: **5th**

Daily Amtrak State-Supported Trains: **10**

Daily Amtrak Long Distance Trains: **4**

Building Owner: **CSXT**

Land Owner: **CSXT**

Platform Owner: **CSXT**

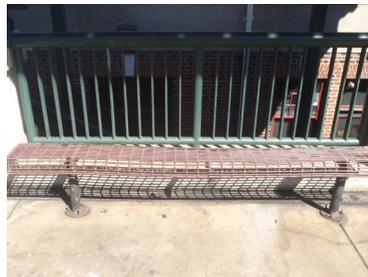
Host Railroad: **CSXT**



Looking east. Site visit conducted April 10, 2019.

Planned Improvements

- A rehabilitation to both platforms including, but not limited to: concrete repairs, drainage repairs, and lighting upgrades, along with center track slab repairs and signage upgrades/replacement are planned in the near-term, with no specific date as of this study
- ADA related parking and station improvements are planned for construction in 2028 as part of an Amtrak ADA improvement program
- A passenger information display system is planned to be installed in 2019, however the exact specifications of the technology were not known at the time of this assessment



Benches on the platform are not ADA compliant.

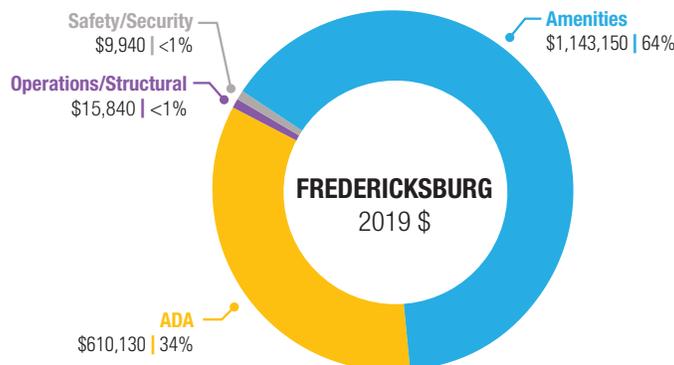


Concrete on platform structure shows major signs of wear.



Paint on the canopies is flaking.

Fredericksburg Station was originally built in 1910 and rebuilt again in 1922. This unstaffed shelter station is located in the historic district and City of Fredericksburg, and consists of two platforms with canopies and an elaborate system of stairs and ramps for passengers to reach the elevated tracks. The station building was at one point used as a passenger waiting area, but is now a privately owned restaurant unavailable for Amtrak or VRE riders. The most critical need at the station is an enclosed station building, which is called for by the Amtrak standards for a station of this patronage level. An indoor passenger waiting area is also required, along with restrooms, in-person and electronic ticketing, and staffed station services. The lack of a passenger information display system is another critical deficiency at the station. At the platform area, there is a lack of Amtrak signage, the public address system sometimes does not work, benches are not ADA-compliant, and the canopy beam paint is chipping heavily. The concrete on the west platform is crumbling and the structural rebar is visible.



TOTAL COSTS¹

2019: **\$1,779,060**

2022: **\$1,972,476**

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Two benches are not ADA-compliant	\$6,500	\$7,207
	Public address speakers need to be repaired or replaced	\$7,100	\$7,872
	Amtrak signage needed along platform	\$14,200	\$15,744
	Old Amtrak timetable needs to be removed	\$130	\$144
	Cracking paint on steel canopy beam	\$13,000	\$14,413
	Signage and information needed for numerous adjacent parking lots with differing rules; no parking information available specifically for Amtrak riders	\$14,200	\$15,744
Amenities	Missing rain gutter	\$3,900	\$4,324
	Broken water fountain	\$650	\$721
Operations/ Structural	Crumbling elevated concrete structure including platform and railings with visible rebar	\$2,840	\$3,149
Total		\$62,520	\$69,317



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push button doors at ADA referenced entrance	\$568,000	\$629,752
	Passenger information display system	\$426,000	\$472,314
Amenities	Electronic ticketing – at least one Quick-Trak machine for each platform	\$710,000	\$787,190
	Station building for passengers (historic station building exists but is currently occupied by a restaurant business and not available to Amtrak or VRE station patrons)	\$2,600	\$2,883
	Staff parking	-	-
	Restrooms (costs included with station building)	-	-
Operations/ Structural	In-person ticketing (costs included with station building)	-	-
	Station management services (costs included with station building)	-	-
Safety/Security	Emergency call box for each platform	\$9,940	\$11,021
Total		\$1,716,540	\$1,903,159

Lynchburg (LYH) Station

Station Fast Facts

Amtrak Station Code: **LYH**

Annual Ons/Offs at Station: **56,866**

State Ridership Rank: **6th**

Daily Amtrak State-Supported Trains: **2**

Daily Amtrak Long Distance Trains: **2**

Building Owner: **City of Lynchburg**

Land Owner: **City of Lynchburg**

Platform Owner: **Norfolk Southern**

Host Railroad: **Norfolk Southern**

Planned Improvements

- A passenger information display system is planned to be installed in 2022 and ADA compliant platform improvements are planned for construction in 2026 as part of an Amtrak ADA improvement program



Looking south. Site visit conducted May 16, 2019.



Base column of stairs is rusted.

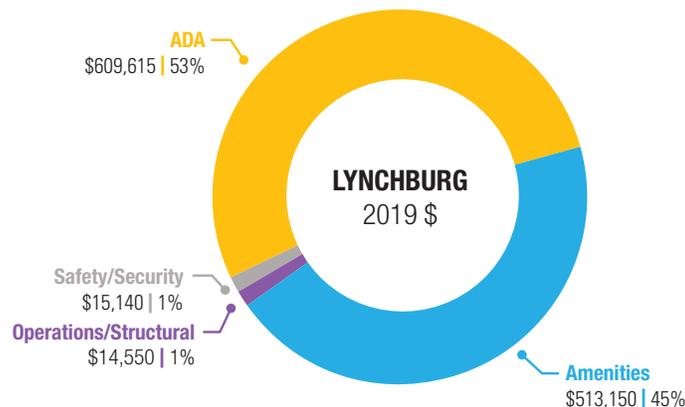


Vegetation is growing throughout platform adjacent to station building.



Ceiling and brick walls show signs of leaking.

Lynchburg Station, also known as Kemper Street Station, was originally built in 1912 and is located in the City of Lynchburg. The station was renovated in 2002 under the direction of the Lynchburg City Council. The most critical deficiencies at the station are that it lacks a platform canopy, which is required by the Amtrak standards for a station of this patronage level, and it lacks a passenger information display system. The station entrance door and the door leading to the platform lack ADA push buttons, and the crew bathroom is not ADA-compliant. The exterior of the station lacks proper Amtrak directional and parking signage. At the time of the site visit major erosion and rusting were visible on the south side stair structure, vegetation was growing through the brick portion of the platform, and sections of tactile strips were chipping away.



TOTAL COSTS¹

2019: \$1,152,455

2022: \$1,277,747

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Need for additional speakers along portion of platform	\$8,520	\$9,446
	Braille Amtrak station signs needed	\$1,420	\$1,574
	Amtrak standard station sign needed	\$5,680	\$6,298
	Crew restroom is not ADA compliant	\$3,550	\$3,936
	Broken section of tactile strip	\$1,420	\$1,574
	Outdated Amtrak timetable needs to be removed	\$325	\$360
	Informational and directional signage to parking for Amtrak customers needed	\$14,200	\$15,744
	Operations/ Structural	Vegetation growing through bricks and concrete on platform and between parking lot and platform	\$650
	Approximately ten parking spaces need restriping	\$325	\$360
	Evidence of water infiltration through ceiling in restroom	\$1,950	\$2,162
	Station windows need cleaning	\$325	\$360
	Overgrown vegetation	\$650	\$721
	Edge of stairs rusting and separating	\$5,325	\$5,904
	Base column of stairs is rusted and requires retrofitting	\$5,325	\$5,904
Safety/ Security	Emergency exit sign does not illuminate	\$650	\$721
	Uneven surface between concrete and bricks is a tripping hazard	\$1,300	\$1,441
Total		\$51,615	\$57,226



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Passenger information display system	\$568,000	\$629,752
	ADA push buttons for station doors	\$6,500	\$7,207
Amenities	Platform canopy	\$511,200	\$566,777
	Bicycle rack that is closer to the station	\$1,950	\$2,162
Safety/Security	Panick button for employees	\$9,940	\$11,021
	Emergency call box	\$3,250	\$3,603
Total		\$1,100,840	\$1,220,521

Manassas (MSS) Station

Station Fast Facts

Amtrak Station Code: **MSS**

Annual Ons/Offs at Station: **23,048**

State Ridership Rank: **13th**

Daily Amtrak State-Supported Trains: **2**

Daily Amtrak Long Distance Trains: **4***

Building Owner: **City of Manassas**

Land Owner: **City of Manassas**

Platform Owner: **Norfolk Southern**

*One pair of long distance trains serves this station only tri-weekly



Looking east. Site visit conducted April 3, 2019.



Joint sealants between concrete slabs on platform need replacement.

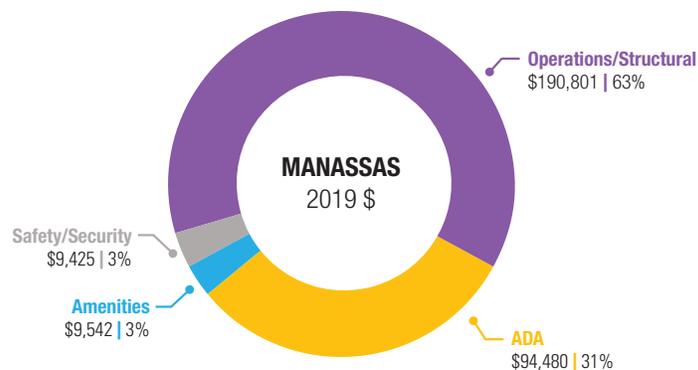
Electrical boxes behind platform are heavily rusted.

Paint on platform canopy is peeling and flaking.

Planned Improvements

- ADA compliant platform, station, and parking improvements are planned for construction in 2026 as part of an Amtrak ADA improvement program

Manassas Station, located in the City of Manassas, was originally built in 1914 and renovated under the direction of the City of Manassas Department of Historic Resources in 1997. Along with the unstaffed Amtrak and VRE passenger waiting area, the building shares space with the offices of Historic Manassas, Inc., the Tourist Information Center, and an exhibition gallery operated by the Manassas Museum System. The station features three separated platforms and their respective canopies (two on the station side and one on the opposite side). The most critical deficiency at this station is the condition of the concrete and tactile strips along all three platforms. The joint sealants between concrete slabs are deteriorating, and cracking was found on the concrete itself. The tactile strips are faded, the truncated domes have been worn down, and some portions are experiencing mild section loss. The public address system is difficult to hear, especially on both platforms away from the station building. There are signs of leaking gutters on both of the station side canopies. The station building lacks an ADA push button and the door from the parking lot has a button that is inoperable.



TOTAL COSTS¹

2019: \$304,248

2022: \$337,325

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	ADA push buttons not working	\$3,250	\$3,603
	Tactile strips along all three platforms faded, worn and chipped and in need of replacement	\$63,900	\$70,847
	Insufficient Amtrak signage at station	\$14,200	\$15,744
	Public address speakers are difficult to hear	\$7,100	\$7,872
	Missing tactile tiles at ends of ramp near drop off lane	\$2,130	\$2,362
	One accessible parking space missing ADA pavement marking	\$650	\$721
Amenities	Damaged wood wall panel in station waiting area	\$1,950	\$2,162
	Underside of eaves of station building need repainting; existing paint is cracked and peeling	\$6,942	\$7,697
	Damaged motion light sensor in women’s restroom	\$650	\$721
Operations/ Structural	Rusted electrical box	\$1,950	\$2,162
	Broken station window pane	\$325	\$360
	One elevator in parking garage was not functional	\$32,500	\$36,033
	Faded stop bars at multiple levels of parking garage	\$1,950	\$2,162
	Broken door opening mechanism	\$3,250	\$3,603
	Waiting area floor needs repainting	\$32,500	\$36,033
	Joint sealant between concrete on platforms needs replacement	\$97,500	\$108,100
	Damaged rain gutter leaks onto platform	\$20,826	\$23,090
Safety/ Security	Raised tree grate along sidewalk adjacent to garage is potential tripping hazard	\$650	\$721
	Unsecured siring under building eave	\$2,600	\$2,883
	One ceiling light out in waiting area	\$325	\$360
	Emergency exit sign not illuminated	\$1,950	\$2,162
	Damaged and missing emergency exit signs in parking garage	\$3,900	\$4,324
Total		\$300,998	\$333,722



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push button for platform side station door	\$3,250	\$3,603
	Total	\$3,250	\$3,603

Newport News (NPN) Station

Station Fast Facts

Amtrak Station Code: **NPN**

Annual Ons/Offs at Station: **98,316**

State Ridership Rank: **4th**

Daily Amtrak State-Supported Trains: **4**

Daily Amtrak Long Distance Trains: **0**

Building Owner: **Amtrak**

Land Owner: **Amtrak**

Platform Owner: **CSXT**

Platform Owner: **CSXT**

Planned Improvements

- A new multimodal transportation center replacing the existing Newport News Station, is planned to be built off of Bland Boulevard between Warwick Boulevard and Interstate 64. The completion date is slated for the fall of 2021



Looking east. Site visit conducted May 15, 2019.



Plastic on top of canopy is loose and deteriorating.



Wood canopy columns are water logged and separating.



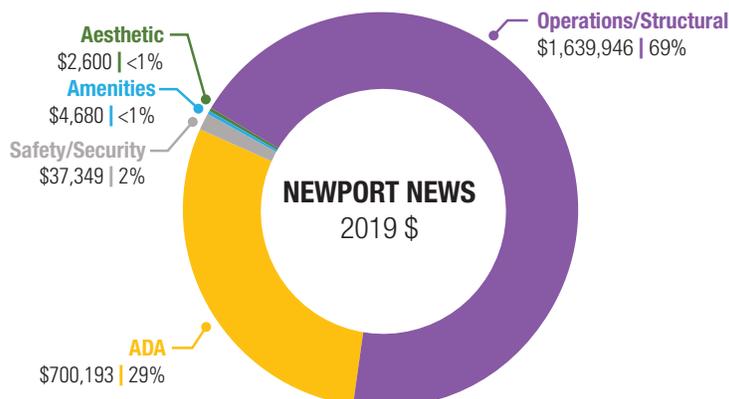
Asphalt on platform shows wear and lacks tactile strips.

Newport News Station was opened for service in 1981. The station is located in the City of Newport News, at the west end of CSXT's Newport News Rail Yard. Of all major station component categories, the state of the canopy and platform have the most substantial deficiencies. Holes in the wooden canopy, loose plastic dangling from the side of the canopy, and structural issues with leaning waterlogged columns are pose safety hazards for passengers and employees. Standing water collects on top of the canopy. The platform shows signs of deterioration with significant cracking and also lacks tactile strips. In addition to an insufficient amount of space for Amtrak crew members, the employee restroom is not ADA-compliant. The parking lot is frequently overcrowded, especially with thruway buses.

TOTAL COSTS¹

2019: \$2,384,765
2022: \$2,644,032

¹All costs listed include a contingency.





State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Employee restroom is not ADA compliant	\$3,550	\$3,936
	Benches are not ADA compliant	\$13,000	\$14,413
	ADA parking space signage is faded	\$1,365	\$1,513
Aesthetics	Wall color is different where phone booths used to be	\$2,600	\$2,883
Amenities	Incorrectly posted ticket office hours	\$325	\$360
	Restroom mirror is scratched and has graffiti	\$455	\$504
Operations/ Structural	Canopy has holes throughout, shows signs of leaking, and has leaning column. Plastic from canopy roof is detached. Canopy roof is deteriorating. Columns are separating.	\$2,130	\$2,362
	Broken lighting protection	\$195	\$216
	Extra unused wiring under canopy should be removed	\$650	\$721
	Parking lot needs restriping	\$9,750	\$10,810
	Curb damage, cracked asphalt, ptholes, and standing water in parking lot	\$49,700	\$55,103
	Insufficient number of parking spaces	\$106,500	\$118,078
	Platform asphalt cracking and worn with uneven surfaces	\$18,105	\$20,073
	Evidence of leaking water between roof and canopy at rear exit	\$1,165,536	\$1,292,251
	Air conditioning system sometimes not functional	\$3,250	\$3,603
	Hole in door sweep allows pests to enter	\$130	\$144
	Safety/ Security	Insufficient lighting for portion of platform	\$32,376
Total		\$1,409,617	\$1,562,868



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push buttons for station doors	\$6,500	\$7,207
	Passenger information display system	\$568,000	\$629,752
	Sidewalk between Warwick Boulevard and station	\$10,650	\$11,808
	Tactile strips	\$97,128	\$107,688
Amenities	Bicycle racks	\$3,900	\$4,324
Operations/ Structural	Insufficient employee space especially the break room	\$284,000	\$314,876
Safety/Security	Emergency call box	\$4,970	\$5,510
Total		\$975,148	\$1,081,164

Norfolk (NFK) Station

Station Fast Facts

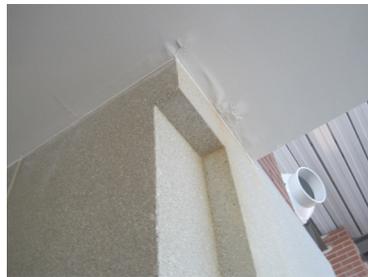
Amtrak Station Code: NFK
Annual Ons/Offs at Station: 46,561
State Ridership Rank: 10th
Daily Amtrak State-Supported Trains: 4
Daily Amtrak Long Distance Trains: 0
Building Owner: City of Norfolk
Land Owner: City of Norfolk
Platform Owner: Norfolk Southern
Platform Owner: Norfolk Southern

Planned Improvements

- There are no planned improvements at Norfolk



Looking east. Site visit conducted May 15, 2019.



Evidence of water damage on the ceilings of the waiting area.

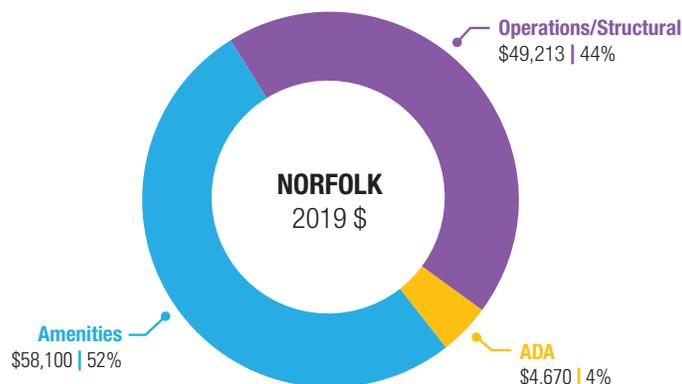


Bike storage racks are rusted at the base.



Door leading to platform does not open 90 degrees with ADA push button.

Norfolk Station opened in December of 2013 and is located in the City of Norfolk, adjacent to the Harbor Park baseball stadium and the Tide light rail Harbor Park Station. The passenger waiting area is staffed with Amtrak employees and features a ticket counter, vending machines, a passenger information display system, and ADA-accessible restrooms. The most critical needs at this station are the lack of an employee restroom and the condition of the bike shelter. Water damage exists inside the station. The ceiling and column collect rain water, which leaks onto the floor below near the ticket office. During heavy rains, water collects on the platform near the storage garage and enters the building. Sandbags are currently placed on the floor to prevent this. On the platform there is slight cracking in the concrete towards the south end. There is paint chipping on the hand rails leading from the parking lot to the platform. Near the front of the station, the Amtrak sign is broken from its pole and the light is leaning to the side.



TOTAL COSTS¹

2019: \$111,983

2022: \$124,157

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	ADA push buttons for door not functioning	\$3,250	\$3,603
	Broken Armtrak sign in front of station. Leaning “no motor vehicles” sign	\$1,420	\$1,574
Operations/ Structural	Water leaks down columns inside station building near ticket office	\$1,300	\$1,441
	Loose and leaning light pole	\$1,300	\$1,441
	Damaged bike shelter overhead plastic cover; bike shelter rusting at base	\$39,000	\$43,240
	Cracking on station platform	\$3,250	\$3,603
	Chipped paint on handrails	\$813	\$901
	Water infiltration at baggage room garage door during rain	\$3,550	\$3,936
Total		\$53,883	\$59,740



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
Amenities- Required	Employee restroom	\$56,800	\$62,975
	Designated employee parking for two Amtrak employees	\$1,300	1,441
Total		\$58,100	\$64,417

Petersburg (Ettrick) Station

Station Fast Facts

Amtrak Station Code: **PTB**

Annual Ons/Offs at Station: **31,497**

State Ridership Rank: **11th**

Daily Amtrak State-Supported Trains: **4**

Daily Amtrak Long Distance Trains: **8**

Building Owner: **CSXT**

Land Owner: **CSXT**

Platform Owner: **CSXT**

Host Railroad: **CSXT**



Looking north. Site visit conducted February 13, 2019.

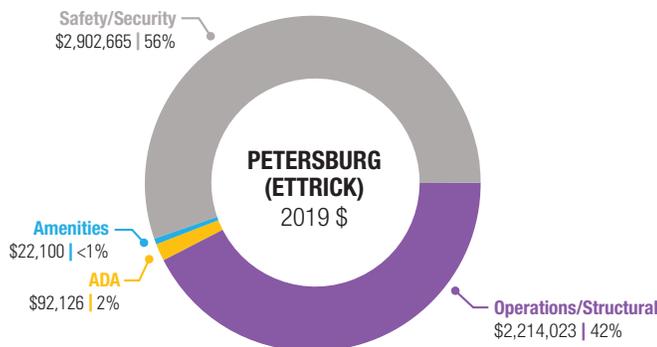
Planned Improvements

- An ADA compliant platform is planned to be built in 2026 as part of an Amtrak ADA improvement program
- Station site, building and platform improvements are being planned in the near term by DRPT at this station, in conjunction with Amtrak, CSX, and Chesterfield County



Canopy contains numerous holes. Ceiling in the crew area is missing panels; shows signs of leaking. Parking lot has drainage issues, uneven asphalt, potholes.

Petersburg (Ettrick) Station was built in 1955 and is located in Chesterfield County, Virginia, within walking distance of Virginia State University. The most critical need at the station is the improvement of the station parking area, most of which is unpaved or contains crumbling pavement and inadequate lighting. There are several potholes in the parking lot with the asphalt showing major signs of wear. The canopy columns exhibit minor section loss at the base. Several sections of the metal canopy covering contain holes. The platform edge lacks tactile strips. For employees, although there is enough space, the amount of seating and quality of kitchenette and crew areas, including crew restroom facilities, is inadequate. In case of emergency, the egress options for crew members are limited and unsafe. Major water damage was observed from a leaking roof in both the passenger and crew areas. Numerous persons were seen trespassing across the railroad tracks at the station to access a shopping center and housing on the west side of the tracks.



TOTAL COSTS¹

2019: \$5,230,915

2022: \$5,799,608

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Main station entrance doors are difficult to open and need ADA push button	\$6,500	\$7,207
Amenities	Broken and dirty window blinds	\$13,000	\$14,413
	Dated and broken sign for carry-on baggage	\$1,300	\$1,441
Operations/ Structural	Steel pitting in canopy columns and beams. Damaged and unsecure canopy gutters and downspouts	\$1,849,522	\$2,050,598
	Broken canopy concrete column bases. Steel canopy beams and posts appear to contain asbestos cement	\$51,376	\$56,961
	Break room does not have a kitchenette (sink and counter space). Unsafe placement of appliances in employee break room	\$32,500	\$36,033
	Ceiling tiles in employee area are stained, broken or missing.	\$6,500	\$7,207
	Employee restroom is not ADA compliant, is not sufficiently insulated, and is too small	\$7,100	\$7,872
	One fire extinguisher lacks a cabinet (Adressed in fire extinguisher cost below)	\$-	\$-
	HVAC system is slow to provide heat on winter mornings and insufficient for cooling in summer	\$32,500	\$36,033
	Parking lot needs striping	\$14,504	\$16,081
	Uneven asphalt, holes and standing water in parking lot	\$158,422	\$175,646
	Crumbling curb along platform adjacent to parking lot	\$7,100	\$7,872
	Missing veneer grout around station building	\$14,200	\$15,744
	Roof shows evidence of water infiltration	\$39,000	\$43,240
	Asphalt around grate on platform has cracking and spalls	\$1,300	\$1,441
Safety/ Security	Four canopy lights not working	\$36,210	\$40,147
	No fire extinguisher accessible from passenger area; fire extinguishers look old	\$2,600	\$2,883
	Unstable and aged inlet is a potential tripping hazard	\$3,900	\$4,324
	Four bulbs in platform pole lights not working	\$18,200	\$20,179
	Locked egress doors from employee area. No emergency exit signage for employee area	\$12,780	\$14,169
	Five exterior building lights not working	\$12,675	\$14,053
Total		\$2,321,189	\$2,573,543



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Tactile strips on the platform	\$85,626	\$94,935
Amenities	Bicycle racks onsite	\$7,800	\$8,648
Safety/ Security	Lighting for parking lot	\$56,800	\$62,975
	Pedestrians spotted crossing tracks. Pedestrian bridge over railroad with elevators and stairs	\$2,698,000	\$2,991,321
	Smoke detectors in station building	\$26,000	\$28,827
	Sprinklers in station building	\$35,500	\$39,359
Total		\$2,909,726	\$3,226,065

Quantico (QAN) Station

Station Fast Facts

Amtrak Station Code: **QAN**

Annual Ons/Offs at Station: **18,948**

State Ridership Rank: **14th**

Daily Amtrak State-Supported Trains: **10**

Daily Amtrak Long Distance Trains: **12**

Building Owner: **VRE**

Land Owner: **VRE**

Platform Owner: **CSXT**

Platform Owner: **CSXT**

Planned Improvements

- With the current station building to be unaffected, 90% design phase plans include but are not limited to the following additions and improvements:
 - Extension of existing east platform, new center platform (removal of current west platform) and two new canopies
 - Three new circulation towers including stairs and elevators and pedestrian bridge
 - New west third track with option for future west platform expansion
 - Sitework, including ditch paving, pipe extension, new pipework, drop inlets, jacked pipe, and manhole covers
- ADA related station and platform improvements are planned for construction in 2026 as part of an Amtrak ADA improvement program



Looking southwest. Site visit conducted April 8, 2019.



Tactile strips are faded and a large portion is chipping/broken.

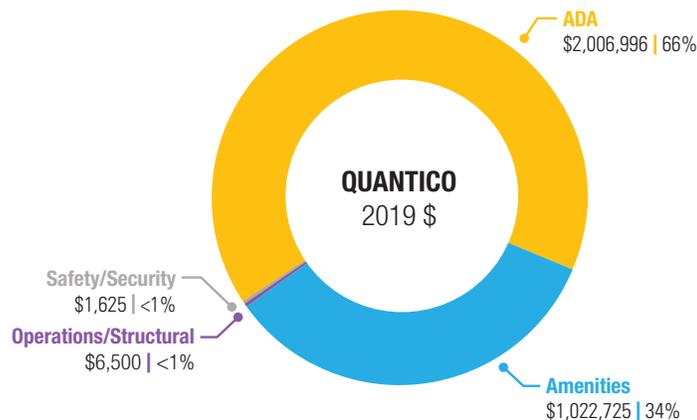


Parking lot contains many potholes.



Wooden pedestrian crossing is wobbly and poses a tripping hazard.

Quantico Station was originally built in 1919 and rebuilt and completed in 1953. The station is located adjacent to the Quantico Marine Base in Prince William County and consists of two platforms and a building, which also houses the Prince William County Model Railroad Club. The most critical need at the station is to replace the weathered, damaged tactile strips on the station side platform as well as install new tactile strips on the opposite platform. The station lacks a passenger information display system and canopies on both platforms. The wooden pedestrian crossing north of the station is loose and wobbly and poses a tripping hazard. The grout surrounding the platform doors is deteriorating and requires replacement. In addition to an outdated Amtrak station sign, there is no clear signage to differentiate the tracks. All three station doors lack ADA push buttons.



TOTAL COSTS¹
2019: \$3,037,846
2022: \$3,368,114

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Portion of tactile strips is chipping and faded. No tactile strips on west platform	\$1,404,096	\$1,556,746
	Track 2 sign not located on platform; no Track 3 sign	\$7,100	\$7,872
	Wooden pedestrian crossing needs repair	\$7,100	\$7,872
	Outdated Amtrak logo on station sign	\$14,200	\$15,744
Amenities	Water fountain has low pressure and chlorine build-up	\$325	\$360
Operations/ Structural	Grout repair needed between passenger waiting area door and platform	\$3,250	\$3,603
	Parking lot asphalt showing signs of wear	\$3,250	\$3,603
Safety/ Security	Exposed wiring and missing cover on light pole in parking lot	\$325	\$360
Total		\$1,439,646	\$1,596,161



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push buttons for station doors	\$6,500	\$7,207
	Passenger information display system	\$568,000	\$629,752
Amenities	Platform canopies	\$1,022,400	\$1,133,553
Safety/Security	Smoke alarm for snack area/kitchen	\$1,300	\$1,441
Total		\$1,598,200	\$1,771,953

Richmond Main Street (RVM) Station

Station Fast Facts

Amtrak Station Code: **RVM**

Annual Ons/Offs at Station: **48,033**

State Ridership Rank: **9th**

Daily Amtrak State-Supported Trains: **4**

Daily Amtrak Long Distance Trains: **0**

Building Owner: **City of Richmond**

Land Owner: **City of Richmond**

Platform Owner: **City of Richmond**

Platform Owner: **CSXT**



Looking north. Site visit conducted April 10, 2019.

Planned Improvements

- A passenger information display system is planned to be installed as part of an Amtrak ADA improvement program



Portions of tactile strips pose a tripping hazard.

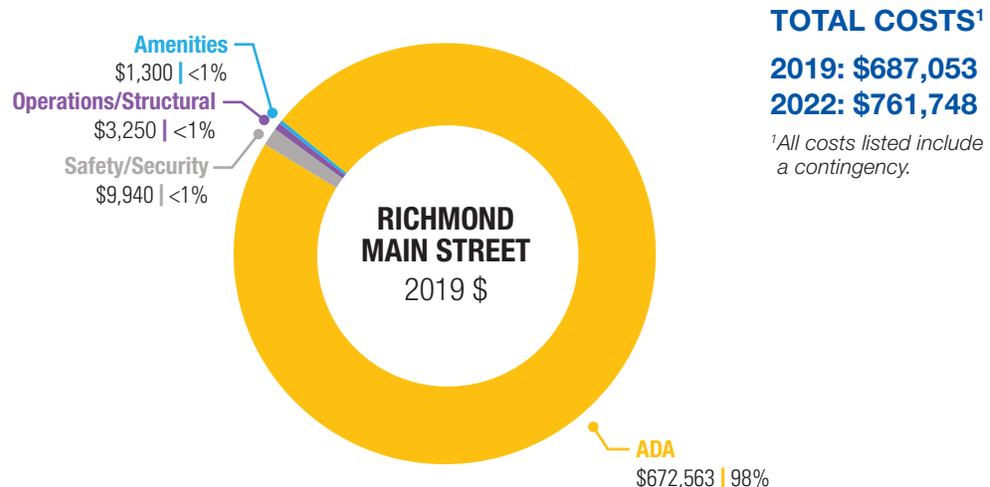


Concrete slabs are uneven on the platform.



A lack of standardized wayfinding signage for pedestrians inside the station.

Richmond - Main Street Station was originally built in 1901 and is located in the City of Richmond, more specifically Richmond's Shockoe Bottom district. The station features a station building with a large passenger waiting area, and two platforms on both sides of the building. The most critical need at this station is a passenger information display system. The lack of signage for customers entering the station causes confusion for those looking for the boarding area. There is also a lack of Amtrak station signs and braille signs at this station. There are multiple tripping hazards on the platforms. About 45 linear feet of tactile strips are missing large sections and some concrete slabs are positioned unevenly. The platform also lacks an emergency call box.





State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Aged, damaged tactile strips (45 feet) on platform with uneven surfaces that are a potential tripping hazard	\$9,585	\$10,627
	Insufficient Amtrak signage to inform users of Amtrak and other local transportation services	\$14,200	\$15,744
Amenities	Ditches need minor cleaning at parking lot across Main Street	\$1,300	\$1,441
Operations/ Structural	Some original wood windows on second floor experience water infiltration and need re-caulking	\$3,250	\$3,603
	Elevators due for inspection (no cost associated)	\$-	\$-
Total		\$28,335	\$31,416



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Amtrak station and braille signs on both platforms	\$28,400	\$31,488
	Passenger information display system	\$620,378	\$687,824
Safety/Security	Emergency call boxes	\$9,940	\$11,021
Total		\$658,718	\$730,333

Richmond - Staples Mill (RVR) Station

Station Fast Facts

Amtrak Station Code: **RVR**

Annual Ons/Offs at Station: **341,668**

State Ridership Rank: **1st**

Daily Amtrak State-Supported Trains: **10**

Daily Amtrak Long Distance Trains: **8**

Building Owner: **Amtrak**

Land Owner: **Amtrak**

Platform Owner: **CSXT**

Host Railroad: **CSXT**



Looking north. Site visit conducted February 14, 2019.

Planned Improvements

- An ADA compliant platform is planned to be built in 2024 as part of an Amtrak ADA improvement program
- Advanced station planning and preliminary engineering work will be done in 2019-2020 to advance D.C. to Richmond corridor improvement plans



Some canopy columns have 100% section loss at the base.

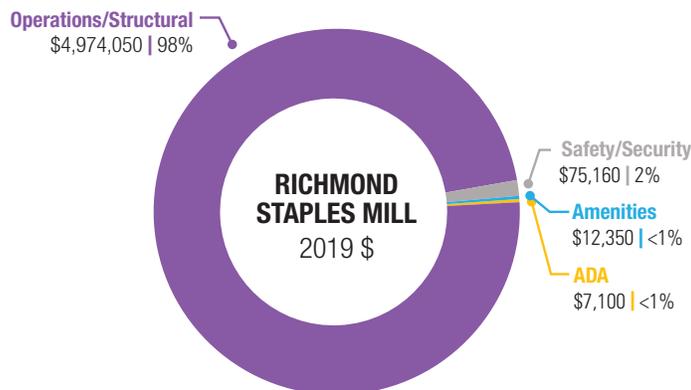


Standing water on the roof results in leaking in waiting area and crew areas.



Overcrowding occurs in waiting area during train arrivals.

Richmond - Staples Mill Station was built in 1975 and is located in Henrico County, eight miles from downtown Richmond in a suburban setting. Of all major station component categories, Staples Mill's platform canopy has the most significant deficiencies, as there are seven columns with major section loss (full metal corrosion), resulting in the potential for unsafe conditions, especially during heavy snowfall. Steel pitting is evident throughout all 68 canopy columns. Canopy drainage is also an issue, as stormwater was observed entering through support columns, resulting in deterioration of the concrete platform and steel columns. A severe lack of passenger waiting area space (1,020 actual SF compared to 1,528 recommended SF by Amtrak Guidelines) was observed, causing long standing queues of waiting passengers outside of the station building during train boarding times. According to employees, the size of the break room and other crew areas is inadequate.



TOTAL COSTS¹

2019: \$5,068,660

2022: \$5,619,714

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022	
ADA	Both employee restrooms are not ADA compliant	\$7,100	\$7,872	
Amenities	Outdoor furniture at back patio is old and has broken pieces	\$6,500	\$7,207	
	Entrance mats made of material that retains moisture	\$1,300	\$1,441	
	Aged and unstable bench at front entrance	\$3,250	\$3,603	
	Television in passenger area has blurry image making it unusable	\$1,300	\$1,441	
Operations/ Structural	Two-part sink with waterline connection needed in snack area	\$3,550	\$3,936	
	Water from canopy accumulates into columns causing rust at base and holes	\$120,700	\$133,822	
	Ditches filled with debris and standing water	\$6,500	\$7,207	
	In-person ticketing room light fixture needs replacement	\$7,100	\$7,872	
	Standing water and deterioration of impermeabilization material at flat roof on station building causes leaking into passenger and employee areas; vegetation growing on roof	\$39,000	\$43,240	
	Building 1 (maintenance facility trailer) has leaking roof	\$13,000	\$14,413	
	Metal trailer buildings are aged and have freckled rust	\$13,000	\$14,413	
	Pitting on steel canopy beams and columns; columns exhibiting advanced corrosion at base; seven columns have 100 percent section loss at base	\$4,345,200	\$4,817,601	
	"Safety/ Security"	Large mast light in parking lot has eight individual lights not working; four individual light poles in parking lot not working	\$31,200	\$34,592
		Extensive open crack in platform with portions that are a potential tripping hazard	\$7,100	\$7,872
Broken handle on freight room door		\$650	\$721	
Communications system problems for conference room and computers/security office. Insufficient number of security cameras		\$36,210	\$40,147	
Total		\$4,642,660	\$5,147,400	



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
Operations/ Structural	Insufficient size of waiting area requires passengers to wait outside	\$142,000	\$157,438
	Insufficient size for employee break room	\$284,000	\$314,876
Total		\$426,000	\$472,314

Roanoke (RNK) Station

Station Fast Facts

Amtrak Station Code: **RNK**

Annual Ons/Offs at Station: **51,727**

State Ridership Rank: **8th**

Daily Amtrak State-Supported Trains: **2**

Daily Amtrak Long Distance Trains:

Building Owner: **N/A**

Land Owner: **N/A**

Platform Owner: **Amtrak**

Platform Owner: **Norfolk Southern**



Looking east. Site visit conducted May 16, 2019.

Planned Improvements

- The City of Roanoke is actively working with stakeholders on a land swap necessary to construct a new Valley Metro bus transfer center and enclosed Amtrak station building adjacent to the existing platform. No changes to the existing platform are planned



Concrete is damaged towards west end of platform.

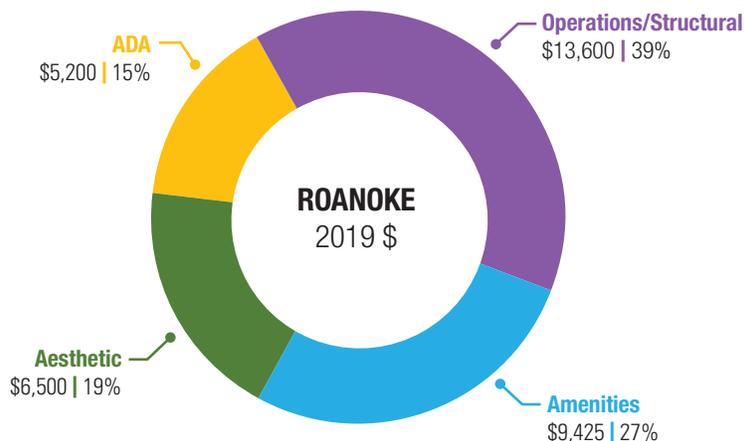


"Stay behind yellow line" paint is faded.



Hand rail on the east end of the platform ramp is missing.

The City of Roanoke regained Amtrak service in 2017 after passenger rail service had been discontinued in 1979. The current shelter station was built in 2017 and features a platform, three canopies, and three ADA-accessible ramps. The most critical deficiency at this station is the damaged concrete towards the west end of the platform. Cones were present at the time of inspection, so repair was likely imminent. The platform also showed wear in the "Stay behind yellow line" paint, with fading throughout its entire length. There are no ADA accessible parking spaces close to the station. Parking lots were in close proximity to the station, but the nearest ADA parking space is over 225 feet away. The station lacks bicycle racks, which are necessary for a station located in an urban environment per Amtrak guidelines.



TOTAL COSTS¹

2019: \$34,725

2022: \$38,500

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Broken ramp hand rail	\$1,300	\$1,441
	Nearest ADA spaces are approximately 225 feet from station	\$3,900	\$4,324
Aesthetics	Two of graphics on historical marker signs are faded and cracked making text difficult to read	\$1,625	\$1,802
Amenities	“Stand behind yellow line” painted text is faded	\$6,500	\$7,207
Operations/ Structural	Damaged concrete on platform marked by orange cones	\$7,100	\$7,872
	Asphalt from pedestrian bridge melting onto stone portion of bridge	\$6,500	\$7,207
Total		\$26,925	\$29,852



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
Amenities	Bicycle racks	\$7,800	\$8,648
Total		\$7,800	\$8,648

Staunton (STA) Station

Station Fast Facts
Amtrak Station Code: STA
Annual Ons/Offs at Station: 5,160
State Ridership Rank: 19th
Daily Amtrak State-Supported Trains: 0
Daily Amtrak Long Distance Trains: 2*
Building Owner: MH Staunton, LLC
Land Owner: MH Staunton, LLC
Platform Owner: CSXT (BBRR)
Host Railroad: CSXT (BBRR)
<i>*One pair of long distance trains serves this station only tri-weekly</i>



Looking northeast. Site visit conducted April 12, 2019.

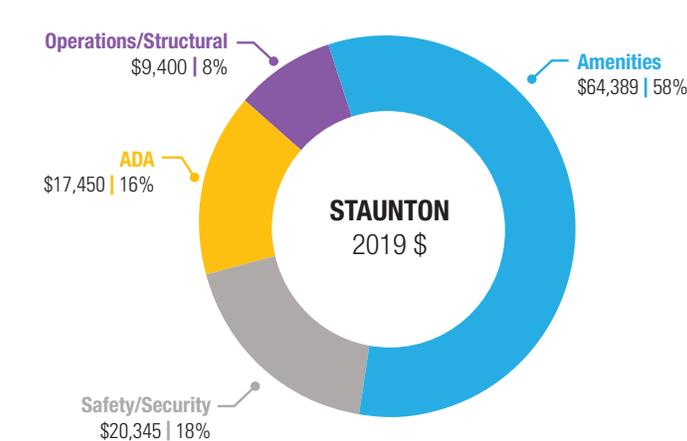


Canopy paint is flaking off. Some panels are not painted at all. Paint on the platform benches is wearing away. Rusting and corrosion at the base of platform railing.

Planned Improvements

- ADA related parking and platform improvements are planned for construction in 2022 as part of an Amtrak ADA improvement program

Staunton Station was originally built in 1861. This unstaffed shelter station is located in the downtown Wharf Area Historic District in the City of Staunton and consists of a platform with a canopy, along with a passenger waiting area and restrooms that are open one hour before and one hour after each scheduled train arrival. The station building is shared with a flexible wedding and events space. The most critical need at the station is to improve the canopy. The paint is flaking off of the wooden panels and some panels are completely without paint. The canopy lighting is deficient with seven of the thirteen canopy lights not working. The station lacks ADA push buttons and bicycle racks. At the time of the site visit the station appeared unkempt. The tactile strips were dirty, there were wooden scraps and debris left on the platform, and the restrooms and waiting areas needed deep cleaning.



TOTAL COSTS¹
2019: \$111,584
2022: \$123,715

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Some Amtrak signs are broken or missing; others are out of date	\$14,200	\$15,744
Amenities	Canopy paint is flaking off; some wooden panels in canopy never painted	\$48,139	\$53,373
	Platform and waiting area benches need painting	\$5,200	5,765
	Dirty concrete and tactile strips on platform	\$3,250	\$3,603
Operations/ Structural	Outside passenger area, waiting room, bathrooms, and circulation areas need cleaning	\$1,300	\$1,441
	Parking lot needs restriping	\$3,250	\$3,603
	Wooden debris on east end of platform	\$1,300	\$1,441
	Rusted railings near failure	\$3,550	\$3,936
Safety/ Security	Bricks on station building outside passenger waiting area need to be painted or replaced	\$6,500	\$7,207
	Platform lighting is insufficient; observed seven of thirteen canopy lights not working	\$13,845	\$15,350
Total		\$100,534	\$111,464



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	ADA push buttons for station doors	\$3,250	\$3,603
Amenities	Bicycle racks	\$7,800	\$8,648
Total		\$11,050	\$12,251

Williamsburg (WBG) Station

Station Fast Facts

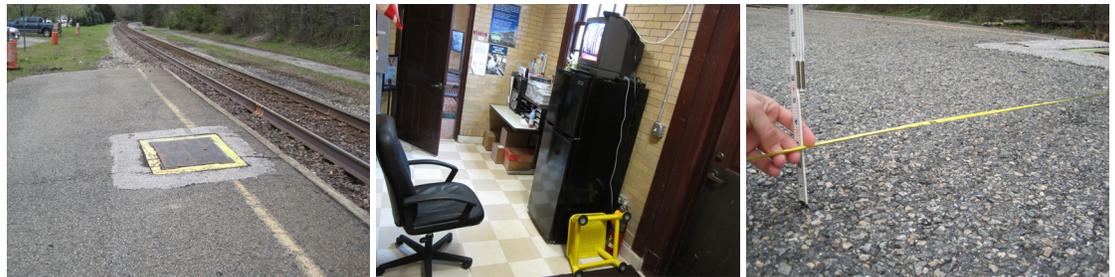
Amtrak Station Code: WBG
Annual Ons/Offs at Station: 56,354
State Ridership Rank: 7th
Daily Amtrak State-Supported Trains: 4
Daily Amtrak Long Distance Trains: 0
Building Owner: City of Williamsburg
Land Owner: City of Williamsburg
Platform Owner: CSXT
Host Railroad: CSXT

Planned Improvements

- ADA related platform improvements are planned for 2028 and installation of a passenger information display system is planned for 2022 as part of an Amtrak ADA improvement program



Looking northwest. Site visit conducted April 2, 2019.

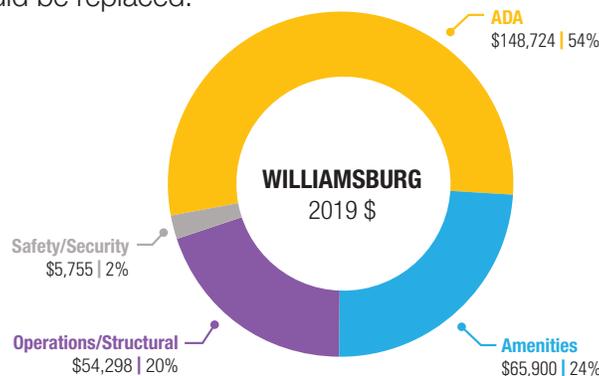


Platform lacks tactile strips.

Crew area space is cramped with precariously located appliances.

Platform slope creates unsafe walking conditions for some passengers.

Williamsburg Transportation Center, located in the City of Williamsburg, was originally built in 1907 and rebuilt again in 1936. This Amtrak-staffed station serves as a hub for local and intercity buses, and contains a passenger waiting area, a platform and canopy, a ticketing office, and checked baggage service. The most critical deficiency at this station is the lack of platform tactile strips. The platform is also sloped at an angle that creates a dangerous walking environment for some passengers, especially the elderly, who are frequent users, according to station staff. Portions of the platform asphalt shows major signs of wear. The station does not meet the minimum crew space requirement for an Amtrak staffed station and also lacks employee restrooms. All signage on the platform needs to be replaced as it is not up to current Amtrak standards. The parking lot needs restriping, as well as tactile strips and demarcation for an accessible path to the station entrance. The furniture in the crew areas is broken or worn and should be replaced.



TOTAL COSTS¹

2019: \$274,677

2022: \$304,539

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022
ADA	Faded Amtrak signs	\$28,400	\$31,488
	Outdated station signs	\$3,550	\$3,936
	Need larger sign for hours of operation	\$650	\$721
	Need demarcation and tactile surfaces for an accessible path from parking lot to station	\$3,550	3,936
	Parking lot needs restriping	\$6,500	\$7,207
Operations/ Structural	Missing downspout at both ends of canopy	\$650	\$721
	Insufficient space for employee break room	\$20,448	\$22,671
	Inadequate furniture in employee break room	\$3,250	\$3,603
	Minor debris and litter in curbs	\$1,420	\$1,574
	Missing brick on station building	\$130	\$144
	Damaged asphalt on platform	\$28,400	\$31,488
Safety/ Security	Insufficient canopy lighting	\$1,300	\$1,441
	Very old fire extinguisher	\$195	\$216
	Uneven surface between station and platform is an existing tripping hazard especially for elderly passengers	\$2,130	\$2,362
	Platform pole lights not functional	\$2,130	\$2,362
Total		\$102,703	\$113,869



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Tactile strips	\$106,074	\$117,606
Amenities	Designated parking for two Amtrak employees	\$1,300	\$1,441
	Bicycle racks	\$7,800	\$8,648
	Employee restroom	\$56,800	\$62,975
Total		\$171,974	\$190,671

Woodbridge (WDB) Station

Station Fast Facts

Amtrak Station Code: WDB
Annual Ons/Offs at Station: 9,669
State Ridership Rank: 16th
Daily Amtrak State-Supported Trains: 5
Daily Amtrak Long Distance Trains: 0
Building Owner: VRE
Land Owner: VRE
Platform Owner: CSXT
Host Railroad: CSXT

Planned Improvements

- ADA related platform improvements are planned for 2026 as part of an Amtrak ADA improvement program



Looking southwest. Site visit conducted April 9, 2019.



Grate behind platform is completely blocked with debris.

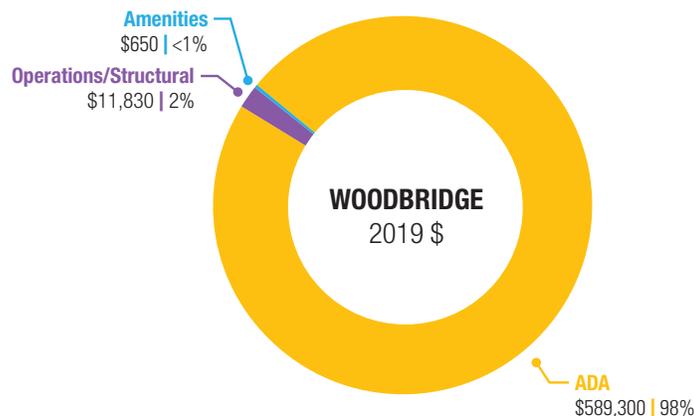


Walkway canopy is chipping paint.



Ceiling in snack area shows signs of leaking.

Woodbridge Station was originally built in 1992 and is located in Prince William County. This unstaffed shelter station consists of two platforms with canopies, a pedestrian bridge, a parking garage, two bus bays, and a snack area staffed by contracted employees. The most critical need at this station is a passenger information display system. Without knowing which side of the tracks a train is boarding, passengers are often forced to make last-minute platform changes up a long flight of stairs and across the pedestrian bridge. There is a lack of Amtrak signage throughout the station and platform areas. Other than the Amtrak promotional sign at the walkway between the garage and snack area, only VRE signage is present. The snack area ceiling shows evidence of water damage. At the time of the site visit, there were exposed wires coming from the top of the refrigerator, and the grate behind the west platform was completely blocked with debris.



TOTAL COSTS¹

2019: \$601,780

2022: \$667,204

¹All costs listed include a contingency.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM). Costs are based on TERM guidelines to bring each feature up to a state of good repair.

CATEGORY	DEFICIENCY	2019	2022	
ADA	Public address speakers are difficult to hear resulting in confusion for which platform train is arriving	\$7,100	\$7,872	
	Primarily Virginia Railway Express (VRE) only signage at station; Amtrak signage needs to be integrated	\$14,200	\$15,744	
Amenities	Extensive paint chipping on pedestrian walkway canopies	\$650	\$721	
Operations/ Structural	Damaged downspouts at canopy, pedestrian walkway, and station building	\$1,950	\$2,162	
	Unsecured electrical cord for refrigerator in snack area	\$130	\$144	
	Snack room ceiling shows evidence of water infiltration	\$1,950	\$2,162	
	Joint sealants at bottom of fire hydrant need replacement	\$325	\$360	
	Bird nest in gutter of pedestrian walkway canopy	\$325	\$360	
	Grate behind west platform is completely blocked	\$3,250	\$3,603	
	Drainage pipe behind west platform is undermined	\$1,950	\$2,162	
	Broken and exposed concrete surrounding manhole	\$1,950	\$2,162	
	Total		\$33,780	\$37,452



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

CATEGORY	REQUIREMENTS	2019	2022
ADA	Passenger information display system	\$568,000	\$629,752
	Total	\$568,000	\$629,752