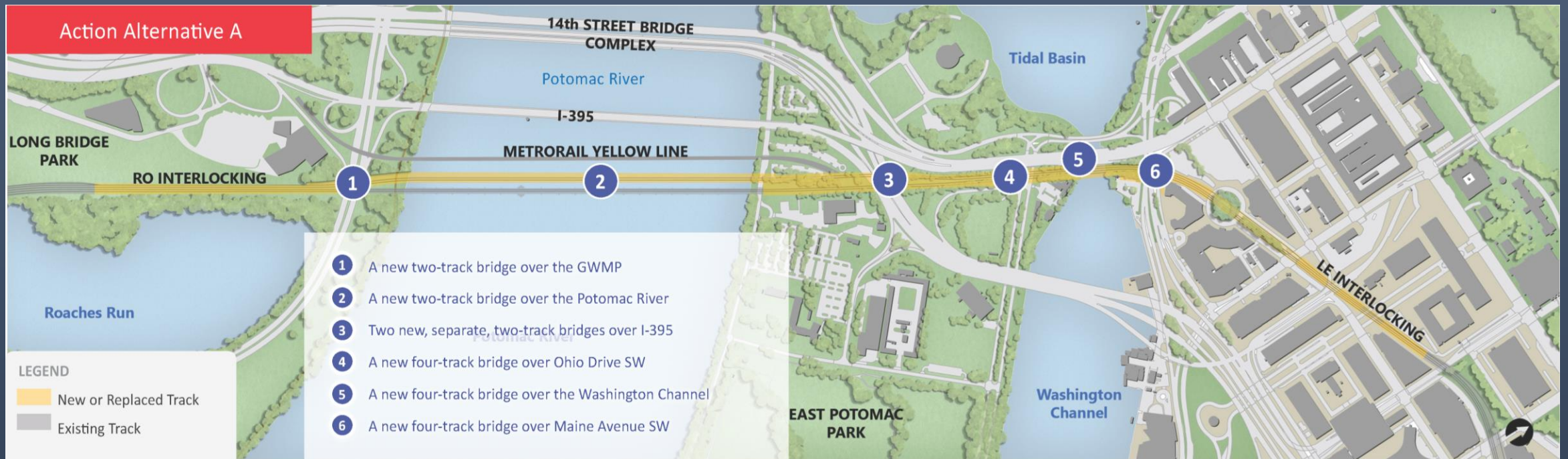


Long Bridge

- In order to add more freight and passenger rail, the biggest rail bottleneck on the East Coast – Long Bridge – needs to be addressed.
- Long Bridge carries almost 80 trains a day over a 100-year old 2-track bridge.
- The bridge is at 98% capacity during peak hours.
- Environmental clearance started in 2016 and was finalized in September 2020; names Virginia as the lead on design and construction.



Current Status and Next Steps

- Cost Estimate: \$1.9 billion
- Virginia is hiring a consultant for Preliminary Engineering work to take the engineering design from 15% to 30%
- Preliminary Engineering will determine the procurement method for construction – i.e. Design-Bid-Build or Design-Build or an alternative method.
- Virginia is also working with other stakeholders such as the District of Columbia Department of Transportation (DDOT), National Parks Service (NPS), Amtrak, and VRE to coordinate various engineering and construction issues.
- PE will take 2 years and Final Design and Construction is estimated to be complete by 2030.
- In December 2020, the Long Bridge Act was signed into law, which permits NPS land to be transferred for the Project.



Project Phases and Activities

2016-2020 NEPA

**FEIS/ROD :
9/3/2020**

**Preferred Alternative
Selected**

**Order of magnitude
cost: \$1.9 billion**

**Determined
Mitigation
Commitments**

2021-2023

Preliminary Engineering

**PE Contract Award:
January 2021**

**Advance Design from
15% to 30%**

**Determine Project Delivery
Method**

**Land Acquisition
Activities**

**Begin Environmental
Mitigations**

**Agreements with Partner
Organizations**

2023-2030

Final Design & Construction

**Design-Build
OR
Design-Bid-Build**

**Land Acquisition
Activities**

Permitting

**Final Design and
Construction**