



Frequently Asked Questions

July 2022

1 Resources

1.1 Project Webpage

[Link to the Long Bridge Project webpage](#)

1.2 Final Environmental Impact Statement (EIS)

[Link to EIS](#)

[Combined FEIS and Record of Decision](#)

1.3 Virtual Public Meeting- June 2022

[Meeting Recording](#)

[Meeting Presentation](#)

1.4 Video Rendering of Project- June 2022

[Link to Project Animation- June 2022](#)

1.5 Project Contacts

Shirlene Cleveland
shirl.cleveland@vpra.virginia.gov

Katherine Youngbluth, AICP
kate.youngbluth@vpra.virginia.gov

2 Design Elements

2.1 Determination of Aesthetic Treatments

The Project Team is vetting aesthetic qualities through the Commission of Fine Arts (CFA) and the National Capital Planning Commission (NCPC), as well as through the Signatories to the Section 106 Programmatic Agreement, which include the National Park Service (NPS), staff from NCPC, staff from CFA, District State Historic Preservation Office (DC SHPO), Virginia Department of Historic Resources (DHR), and the Federal Rail Administration (FRA).

2.2 Future Electrification

The Project is committed to not precluding electrification in the future.

2.3 Landscape Design

Landscape Design is being coordinated with the National Park Service (NPS), who provided a planting list with approved plants that are likely to be seen within parkland. All landscape design is also vetted by NCPC and CFA.

2.4 Track Layout of Maryland Avenue SW

The 4-track layout will continue through the Maryland Avenue SW Overbuild.

3 Construction Impacts

3.1 Train Traffic During Construction

The Project Team is coordinating closely with rail operators, Amtrak, Virginia Railway Express (VRE) and CSX Transportation (CSXT) to determine train operability during construction.

3.2 Maintenance of Traffic (MOT)

The Project Team will be coordinating MOT with National Park Service (NPS), the Virginia Department of Transportation (VDOT), the District Department of Transportation (DDOT), and the Federal Highway Administration (FHWA), including any necessary road closures and detours for vehicles, pedestrians, and cyclists. Additional information will be provided in the future.

3.3 Noise

The Project Team will follow DDOT guidelines for construction noise which include curfews and noise monitoring.

4 Bicycle-Pedestrian Bridge

4.1 Location of Bicycle-Pedestrian Bridge and opportunity to extend it

The location of the Bicycle-Pedestrian Bridge was determined as part of the Environment Impact Statement (EIS) after discussion with all project partners, including NPS and DDOT. There is not enough space within the constrained railroad corridor to continue it across the Washington Channel. The EIS can be found on the Project website at [Long Bridge Project Document Library - TRV \(transformingrailva.com\)](https://www.longbridgeproject.com/transformingrailva.com).

4.2 Width of Bicycle-Pedestrian Bridge and opportunity to widen it

The width of the bicycle-pedestrian bridge assumed during the EIS phase has been increased. The clear width was widened to 16 feet to meet DDOT minimum standards. Final widths will be determined in design and approved by the authority having jurisdiction, i.e., DDOT.

4.3 Existing Bicycle-Pedestrian Crossing on 14th Street Bridge

The existing Bicycle-Pedestrian Crossing at George Mason Memorial Bridge will remain.

5 Other

5.1 Project Packaging

An RFI is out to the industry; additional information to come in the future.

5.2 Future Disadvantaged Business Enterprises (DBE) or Small Women-owned and Minority-owned businesses (SWAM) Involvement

No information at this time. This will be determined in association with Project Delivery Method and the development of Contracting Documents.

5.3 Wayfinding Signing

No information at this time. This will be coordinated with Authorities Having Jurisdiction (AHJ) during the Final Design Phase of the Project.

5.4 Construction Schedule

The Project construction is anticipated to begin as early as 2024 and reach substantial completion in 2030.