Long Bridge Project
Preliminary Engineering Phase

Virtual Public Meeting
7:00 – 8:00 PM

June 22, 2022
Virginia Passenger Rail Authority

- Given all powers necessary for carrying out its statutory purposes:
  - Design, build, finance, and maintain rail facilities
  - Direct recipient of USDOT Grants
  - Eminent domain powers in Virginia
- Will own rail assets and right-of-way
- Will partner with other agencies to operate passenger and commuter rail service
- Governed by a 15-member Board
<table>
<thead>
<tr>
<th>Area</th>
<th>Structures</th>
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<tbody>
<tr>
<td>GW Parkway</td>
<td>• Potomac River Rail Bridge (extends over the Parkway and Potomac River)</td>
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<tr>
<td></td>
<td>• Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and Potomac River)</td>
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<tr>
<td>Potomac River</td>
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<td>• Retaining Walls and Landscape Design</td>
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<tr>
<td>East/West Potomac Parks</td>
<td>• Potomac River Bicycle-Pedestrian Bridge Landing</td>
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<tr>
<td></td>
<td>• WMATA/I-395 Bridge</td>
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<td>• Ohio Drive SW Bridge</td>
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<td>• Washington Channel Rail Bridge</td>
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<td>• Retaining Walls and Landscape Design</td>
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<tr>
<td>Maine Avenue SW Area</td>
<td>• Maine Avenue SW Rail Bridge</td>
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<tr>
<td></td>
<td>• Retaining Walls</td>
</tr>
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<td></td>
<td>• Maine Avenue SW Pedestrian Bridge</td>
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</tbody>
</table>
Project Animation

Flyover Animation
Scan the QR code or click the following link (https://vimeo.com/709889894/c65c433a75) to access the flyover animation of the entire project.
### Project Statistics

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>Project</td>
<td>1.8 mile</td>
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<tr>
<td>Rail Operators</td>
<td>3</td>
</tr>
<tr>
<td>Daily Trains</td>
<td>70</td>
</tr>
<tr>
<td>Feet of Track</td>
<td>20,000</td>
</tr>
<tr>
<td>Retaining/Crashwalls</td>
<td>6,000 ft</td>
</tr>
<tr>
<td>Rail Bridges</td>
<td>8</td>
</tr>
<tr>
<td>Ped-Bike Bridges</td>
<td>2</td>
</tr>
<tr>
<td>Stakeholders</td>
<td>37</td>
</tr>
<tr>
<td>Complex Roadways</td>
<td>3</td>
</tr>
<tr>
<td>Bridges</td>
<td>6,500 ft</td>
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<tr>
<td>Bridge Spans</td>
<td>68</td>
</tr>
<tr>
<td>Bridge Piers</td>
<td>59</td>
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</tbody>
</table>
Schedule

DDOT Led

2011–2016 Pre-NEPA
- 2011 FRA ARRA Grant
- Phase I Study 2012–2015
- Phase II Study 2015–2016
- DDOT-DRPT Partnership through MOU

2016–2020 NEPA
- 2016 FRA TIGER Grant
- FEIS/ROD Complete September 2020
- Long Bridge Act December 2020
- Identified Mitigation Commitments & Permit Identification

2021–2023 Preliminary Engineering (PE)
- Design 15% to 30%
- Determine Project Delivery Method
- Begin Environmental Mitigation & Permits
- Agreements with Partner Organizations

2023–2030 Final Design & Construction
- Design-Build or Alternative Project Delivery
- Land Acquisition Activities
- Permitting
- Final Design & Construction

VPRA Led

2015–2016 Pre-NEPA
- DDOT-DRPT Partnership through MOU

2016–2020 NEPA
- 2016 FRA TIGER Grant
- FEIS/ROD Complete September 2020
- Long Bridge Act December 2020
- Identified Mitigation Commitments & Permit Identification

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2023–2030 Final Design & Construction
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- Final Design & Construction
# Design Decisions & Public Involvement

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>Design Decisions</strong></td>
<td>2 Design Decisions</td>
<td>7 Design Decisions</td>
<td>Refinement of:</td>
</tr>
<tr>
<td></td>
<td>• No signature bridge over the Potomac River</td>
<td>• Four-track rail corridor</td>
<td>• Bicycle-Pedestrian Bridge ramps</td>
</tr>
<tr>
<td></td>
<td>• Four bridge types advanced in the alternative analysis</td>
<td>• 19 preliminary concepts screened; tunnel, multimodal, and new corridor concepts eliminated</td>
<td>• Materials for piers, abutments, and retaining walls</td>
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<tr>
<td></td>
<td></td>
<td>• Four bicycle-pedestrian crossing options</td>
<td>• Form of rail bridge over GWMP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Two rail bridge alternatives over Potomac River evaluated in DEIS</td>
<td>• Landscape design</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• <strong>Preferred Alternative:</strong> New two-track rail bridge; retain existing Long Bridge</td>
<td>• Retaining wall locations and materials</td>
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<tr>
<td></td>
<td></td>
<td>• Steel through girder rail bridge over Potomac River</td>
<td>• Architectural finishing of bridges</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Pre-fabricated truss Bicycle-Pedestrian bridge</td>
<td><strong>NOT finalized decisions.</strong></td>
</tr>
<tr>
<td><strong>Public &amp; Stakeholder Meetings</strong></td>
<td>• 4 Public Meetings</td>
<td>• 4 Public Meetings</td>
<td>• 2 Public Pop-Up Events</td>
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<td>• 1 Public Hearing</td>
<td>• 1 Public Meeting</td>
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<td>• 5 Section 106 Consulting Parties Meetings</td>
<td>• 6 meetings with Section 106 Signatories, CFA, and DDOT regarding the Design</td>
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<td>• Monthly NPS meetings</td>
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</tbody>
</table>

- **Pre-NEPA (2011–2016)**: 2 Design Decisions
  - No signature bridge over the Potomac River
  - Four bridge types advanced in the alternative analysis

- **NEPA (2016–2020)**: 7 Design Decisions
  - Four-track rail corridor
  - 19 preliminary concepts screened; tunnel, multimodal, and new corridor concepts eliminated
  - Four bicycle-pedestrian crossing options
  - Two rail bridge alternatives over Potomac River evaluated in DEIS
  - **Preferred Alternative:** New two-track rail bridge; retain existing Long Bridge
  - Steel through girder rail bridge over Potomac River
  - Pre-fabricated truss Bicycle-Pedestrian bridge

- **Refinement of:**
  - Bicycle-Pedestrian Bridge ramps
  - Materials for piers, abutments, and retaining walls
  - Form of rail bridge over GWMP
  - Landscape design
  - Retaining wall locations and materials
  - Architectural finishing of bridges

- **Not finalized decisions.**
Preliminary Engineering: Current Phase

Work Completed

• 15% design development
• Soil boring sampling
• Utility research and mapping
• Survey and property research
• Tree survey and arborist evaluation
• Stakeholder coordination

Next Steps

• 30% design development in progress
• Stakeholder coordination and feedback
• Design approvals: CFA and NCPC

Design Considerations

• Aesthetic elements consistent with the Monumental Core and existing structures in viewsheds of NPS-administered properties
• Design elements that avoid or minimize impacts to natural resources, including landscaping, biological, and water resources
Long Bridge Project Rail Bridges
History of Rail Bridges

Historic Image of Long Bridge from Virginia Shoreline.

Existing GW Parkway Rail Bridge (1904)

Historic Note: Existing 1904 Long Bridge was a truss bridge, originally painted red.

Historic Image of 14th Street and Long Bridge Rail Corridor
Source: District Department of Transportation (DDOT) Library, DDOT Historic Collection.

Existing GW Parkway Rail Bridge (1904)
George Washington Memorial Parkway: Proposed Rail Bridge

Note: Bicycle-Pedestrian Bridge not shown
Potomac River Crossings

- Proposed Potomac River Rail Bridge
- Proposed Bicycle-Pedestrian Bridge
- WMATA Yellow Line
- Long Bridge

GW Parkway
I-395

TRANSFORMING RAIL IN VIRGINIA

A Transforming Rail in Virginia Project
Potomac River: Proposed Rail Bridge
East & West Potomac Parks: I-395 Rail Bridge

Existing Conditions

District Department of Transportation, “14th Street Bridge Complex (Various),” DDOT Historic Collections, accessed May 10, 2022, https://ddotlibrary.omeka.net/items/show/39
East & West Potomac Parks: Proposed I-395 Rail Bridge

Please note: Proposed landscaping is not shown.
East & West Potomac Parks: Ohio Drive SW (East) Rail Bridge

Existing Conditions
East & West Potomac Parks:
Proposed Ohio Drive SW (East) Rail Bridge

Please note: Proposed landscaping is not shown.
East and West Potomac Parks: Washington Channel Rail Bridge

Existing Conditions
East and West Potomac Parks
Proposed Washington Channel Rail Bridge
Maine Avenue SW

Existing Conditions

Rail Bridge over Maine Avenue SW (1905)

Pedestrian Bridge over Maine Avenue SW (1928)

Pedestrian Bridge Abutment
Maine Avenue SW
Proposed Rail Bridge

Note: Pedestrian bridge not shown.
Maine Avenue SW Crossings

- Existing rail and pedestrian bridges to be removed and replaced
- Existing pedestrian bridge is privately owned by the Portals Development Associates Limited Partnership and serves Republic Properties and the Mandarin Oriental Hotel
Long Bridge Project
Landscaping & Retaining Walls
**Wall A**

**Retaining Walls Design Intent**

- Design vocabulary within the GW Parkway will be consistent with Parkway design vernacular
- Approximate, without replicating, the existing historic rail corridor not the surrounding highway corridor.

**Landscape Design Intent**

- Restore historic landscapes planned in parkland around rail corridor
- Screen existing and proposed rail bridges and walls
- Bicycle-Pedestrian Ramp landscaping design to address safety concerns and maximize visibility of users
Walls C, F, G, H, and I

Retaining Walls Design Intent
• Granite block masonry stone cladding proposed
• Approximate, without replicating, the existing historic rail corridor not the surrounding highway corridor.

Landscape Design Intent
• Restore historic landscapes planned in parkland around rail corridor
• Screen existing and proposed rail bridges and walls
Long Bridge Project
Potomac River Bicycle-Pedestrian Bridge
Existing Bicycle-Pedestrian Network
Potomac River Bicycle-Pedestrian Bridge

Existing Conditions

Location of Proposed Potomac River New Rail and Bicycle-Pedestrian Bridge from East Potomac Park

Location of Proposed Potomac River New Rail and Bicycle-Pedestrian Bridge from GW Parkway
Potomac River Bicycle-Pedestrian Bridge

Proposed Connections to Existing Network

- Ramps and stairs will connect the bridge to the Mount Vernon Trail, bridge continues to Long Bridge Park

- Ramp from bridge to Ohio Drive SW (West) will end in a T-intersection
- Prefabricated truss and pier shapes will match the bridge

Renderings are for illustration purposes only. Design details will be refined based on comments.
Potomac River Bicycle-Pedestrian Bridge

Design Intent

• A safe, effective pedestrian and bike crossing
• Low profile and simple structure that blends with the surrounding bridges
• Truss size is based on span length determined by pier alignment
• Top chord is placed above eye-level
Share your Questions & Comments

**TONIGHT:** Use the Live Event Q&A box

**June 22-July 11, 2022:** surveymonkey.com/r/LongBridgeSummer2022

Stay Connected

**VPRA Social Media**
LinkedIn – Virginia Passenger Rail Authority (VPRA)
Twitter – @VAPassengerRail
Facebook – Virginia Passenger Rail Authority

Review project information: transformingrailva.com/projects/long-bridge/
Submit comments/questions: https://transformingrailva.com/get-involved/contact/
Sign up for VPRA Emails to be notified of future events: https://vapassengerrailauthority.org/