



# Construction Windows and Service Plan

October 7, 2025

# Long Bridge Project Overview



Area		Structures
1	GW Parkway	<ul style="list-style-type: none"> <li>• Potomac River Rail Bridge (extends over the Parkway and Potomac River)</li> <li>• Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and River)</li> </ul>
2	Potomac River	<ul style="list-style-type: none"> <li>• Potomac River Rail Bridge (extends over the Parkway and Potomac River)</li> <li>• Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and River)</li> <li>• Retaining Walls and Landscape Design</li> </ul>
3	East/West Potomac Parks	<ul style="list-style-type: none"> <li>• Potomac River Bicycle-Pedestrian Bridge Landing</li> <li>• WMATA/I-395 Bridge</li> <li>• Ohio Drive SW Bridge</li> <li>• Washington Channel Rail Bridge</li> <li>• Retaining Walls and Landscape Design</li> </ul>
4	Maine Avenue SW Area	<ul style="list-style-type: none"> <li>• Maine Avenue SW Rail Bridge</li> <li>• Retaining Walls</li> <li>• Maine Avenue SW Pedestrian Bridge</li> </ul>



# Long Bridge North Package

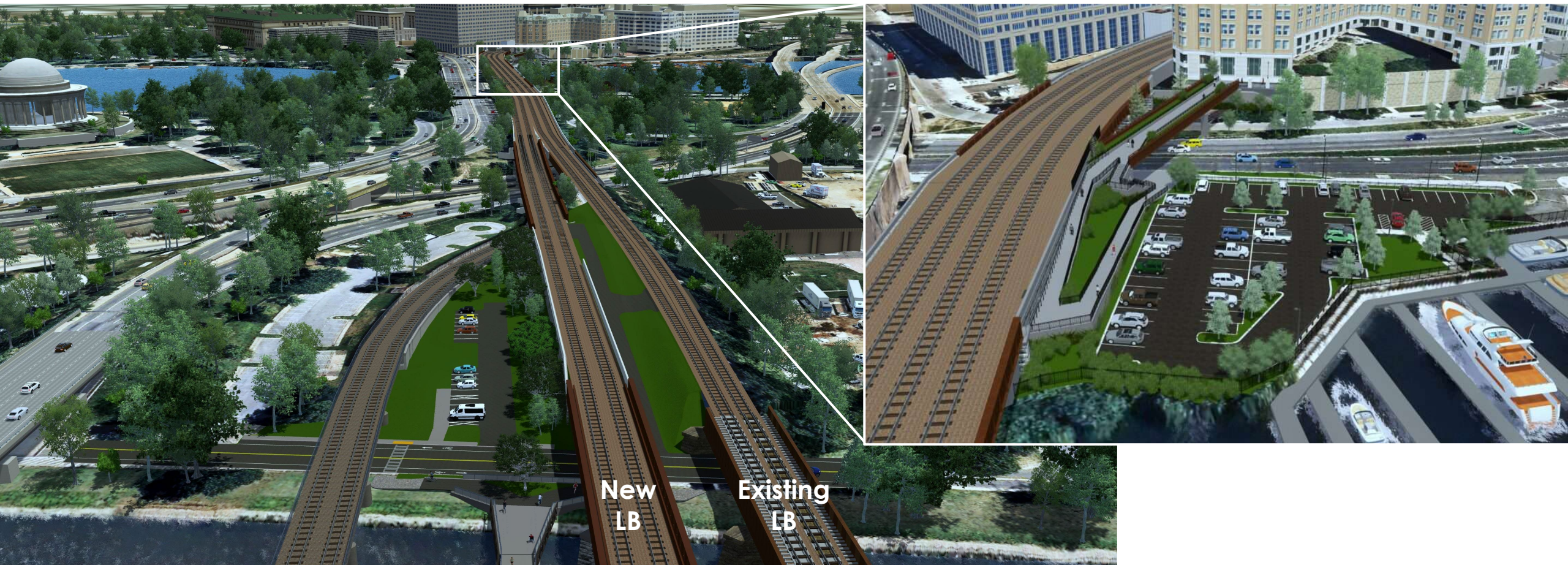
Building new four-track structure to replace existing two tracks





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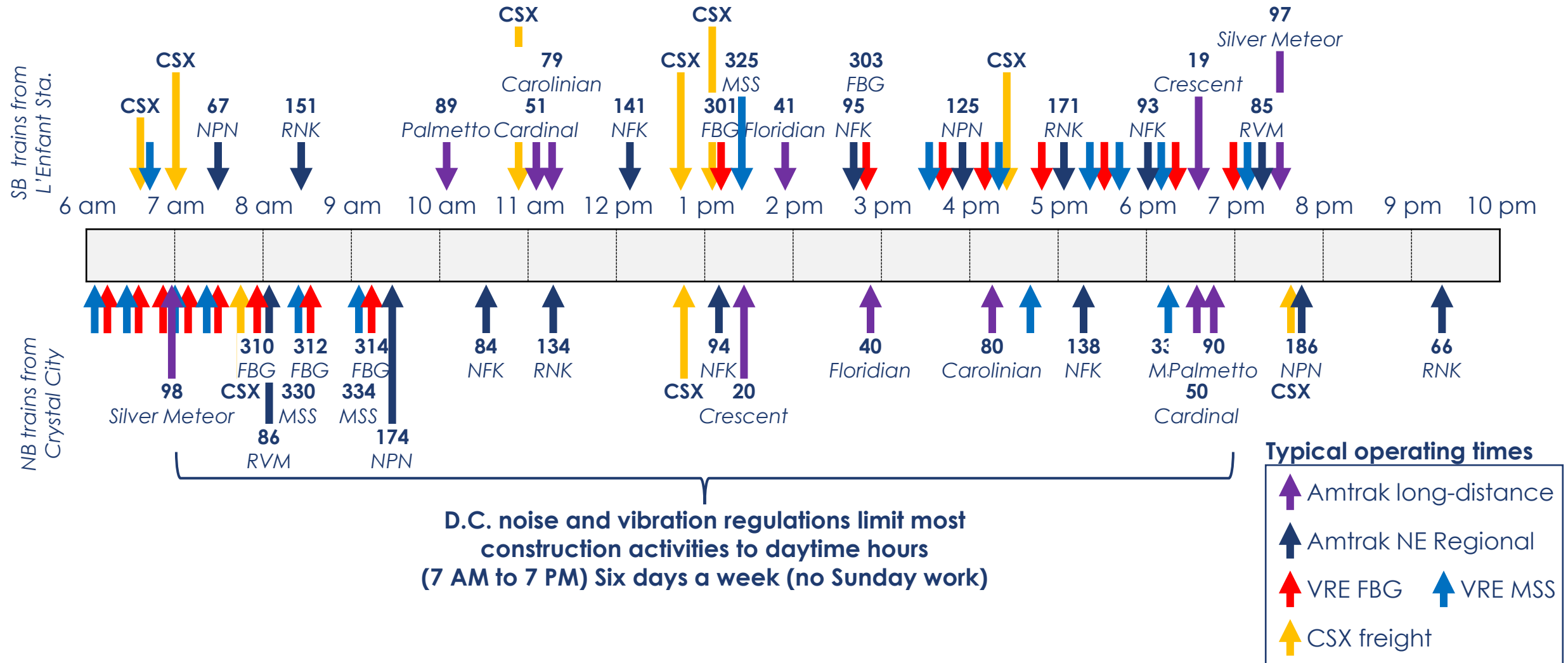


# Long Bridge Work Windows & Service Impacts

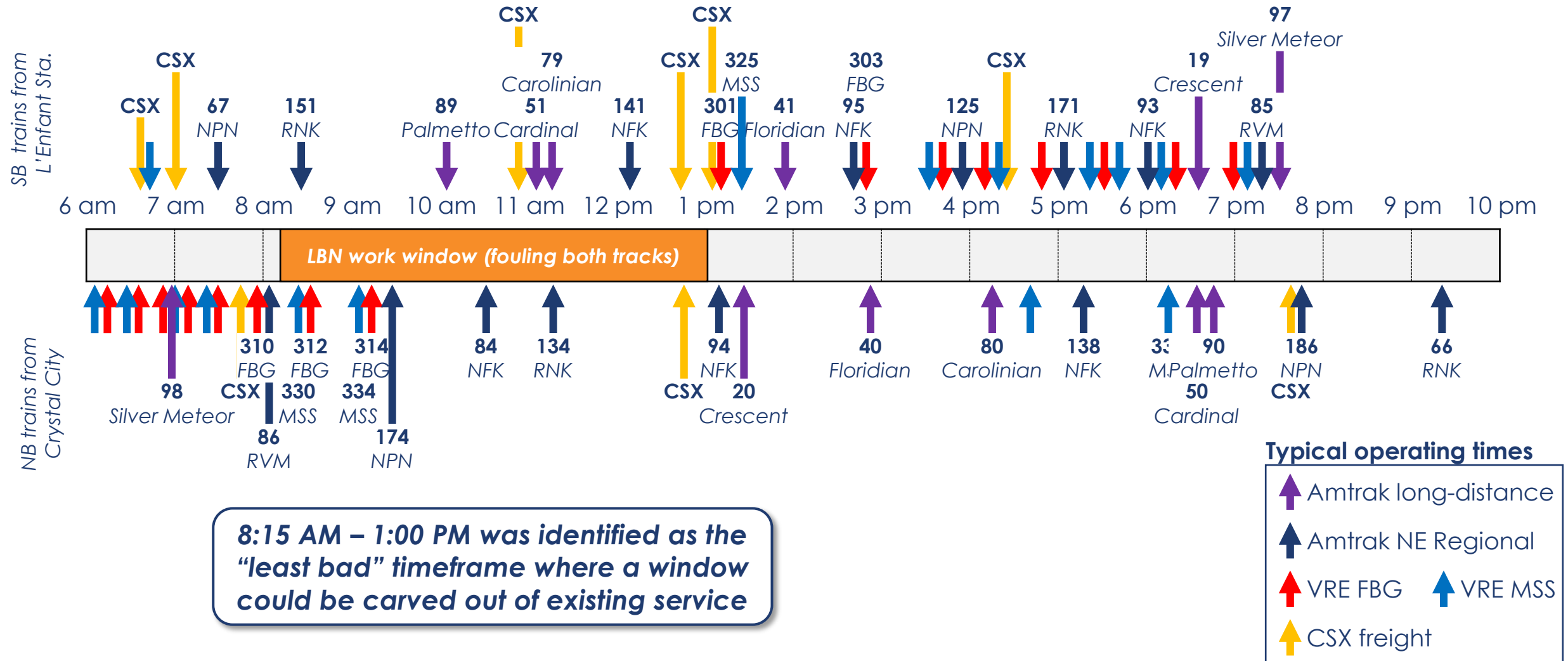
- **Objective:** develop a service plan to facilitate a ~five-hour outage at Long Bridge for up to five years starting **January 2026**.
  - Maintain maximum service and optimize performance for Amtrak, VRE, and CSX
  - Maximize work window productivity
  - Utilize the work window opportunity created by Long Bridge – North for all projects when feasible.
- **Constraints:**
  - **DC Noise and Vibration laws restrict significant work to daytime hours (Mon – Sat) for the Long Bridge – North project.**
  - VRE “AM Peak” and “PM Peak” is the highest ridership times of day.
  - Significant work on the NEC and at WAS also requires service adjustment considerations.
  - WAS is most congested in the afternoon
  - Service Impacts affect Amtrak Virginia, Amtrak Long Distance, Carolinian, and VRE (FBG and Manassas Line)



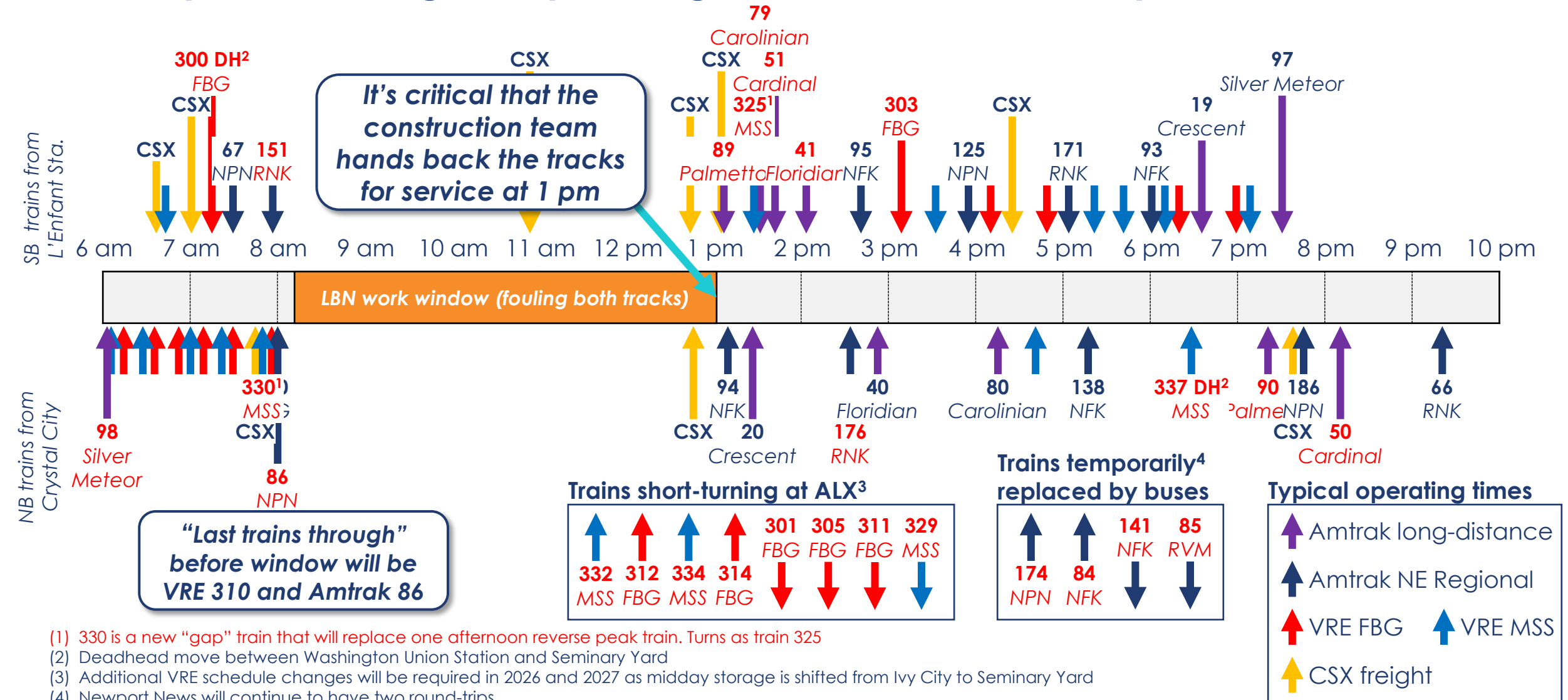
# Current weekday service pattern in proximity to Long Bridge



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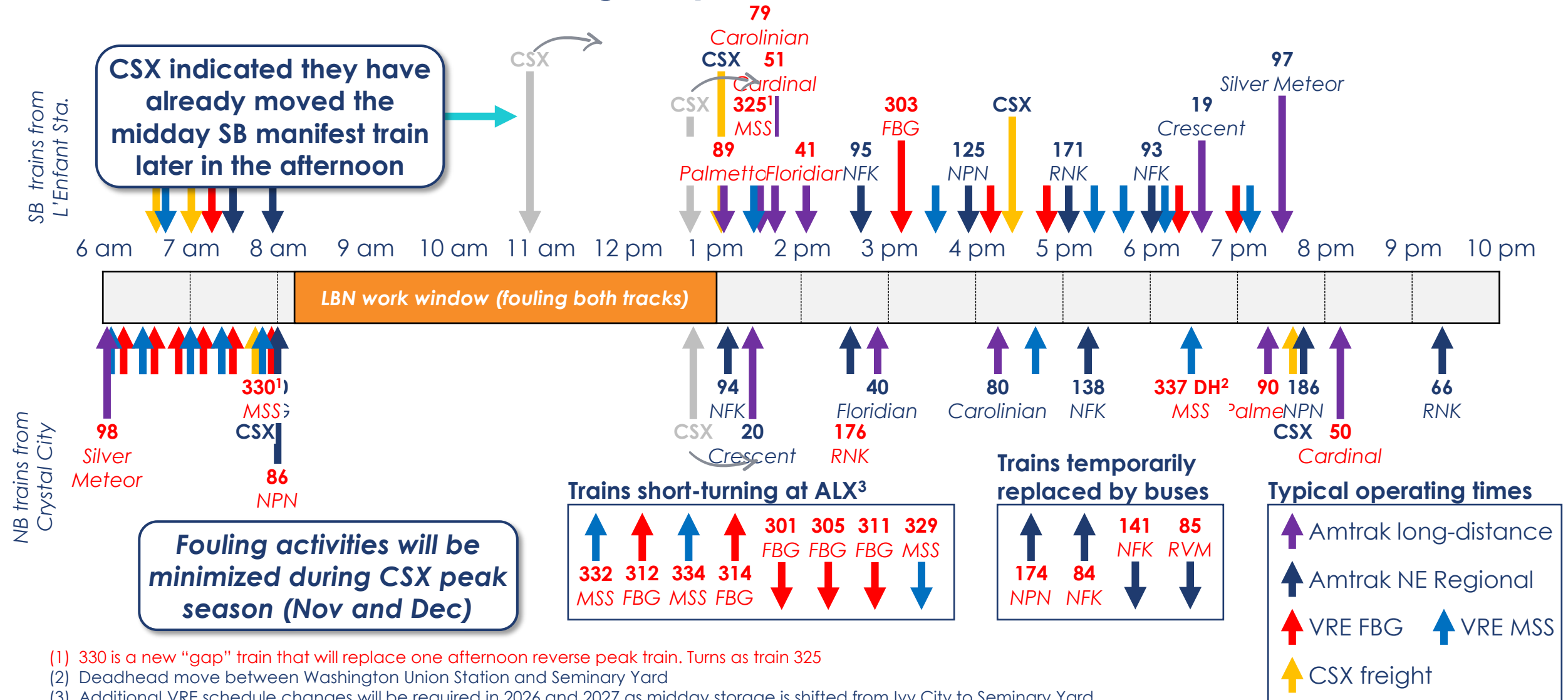


# Proposed changes to passenger service on weekdays





# Modifications to CSX freight operations

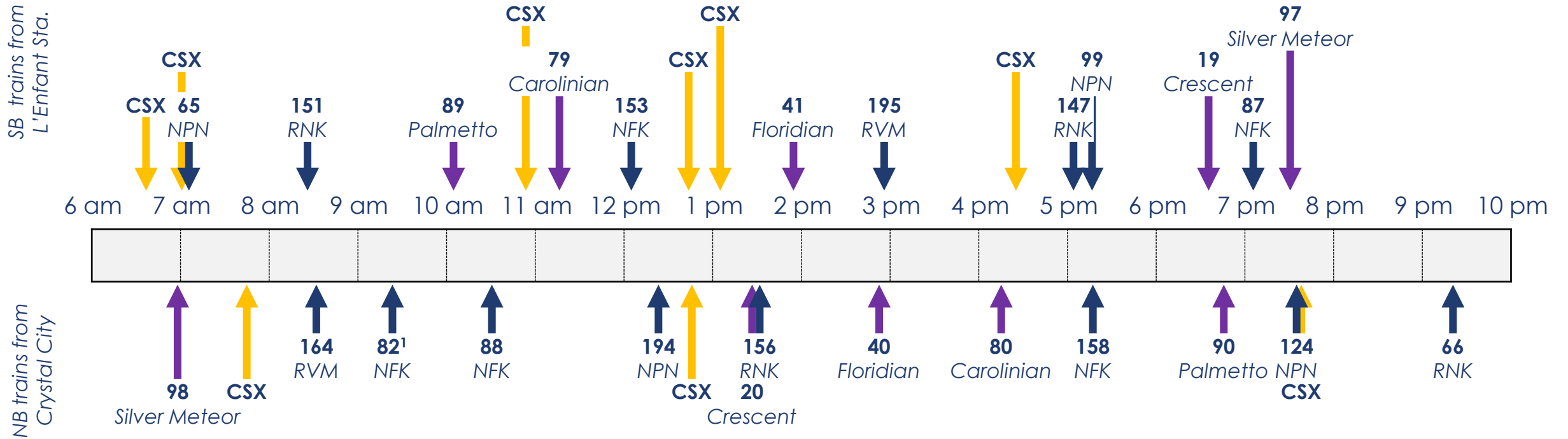


(1) 330 is a new "gap" train that will replace one afternoon reverse peak train. Turns as train 325

(2) Deadhead move between Washington Union Station and Seminary Yard

(3) Additional VRE schedule changes will be required in 2026 and 2027 as midday storage is shifted from Ivy City to Seminary Yard

# Current Saturday service pattern in proximity to Long Bridge



Construction work is generally not allowed on Sundays in D.C. (no outages required). Amtrak aiming to run a consistent schedule on both days.

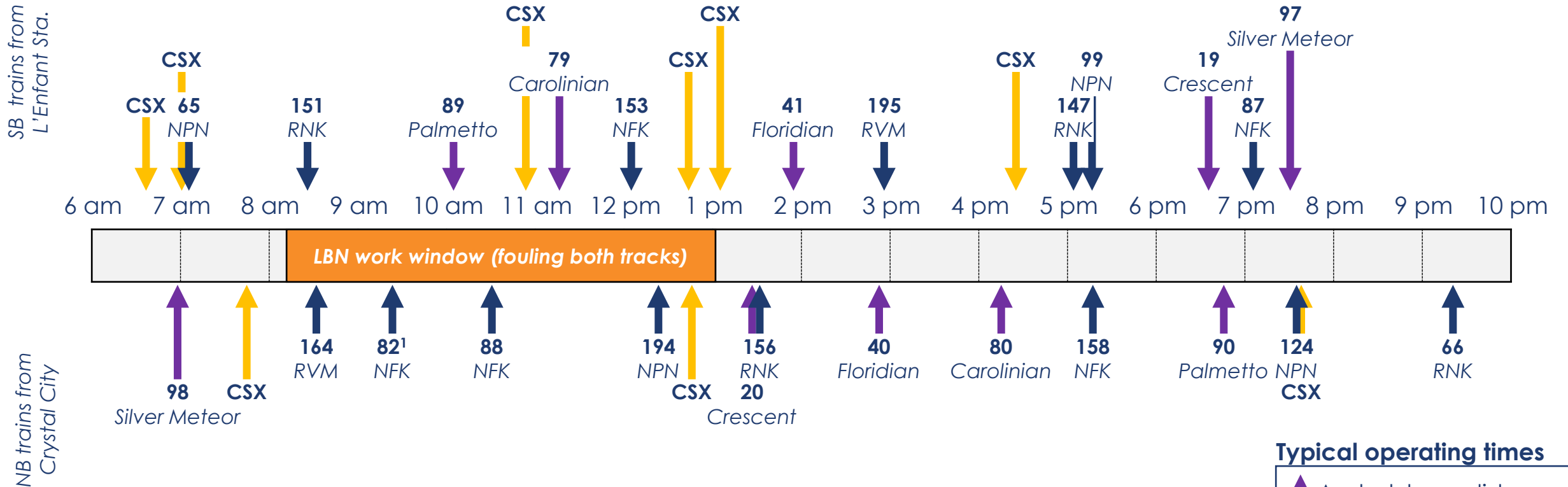
VRE Step-Up program will be implemented on all Amtrak VA trains, including on weekends

**Typical operating times**

- Amtrak long-distance
- Amtrak NE Regional
- VRE FBG
- VRE MSS
- CSX freight



# Current Saturday service pattern in proximity to Long Bridge



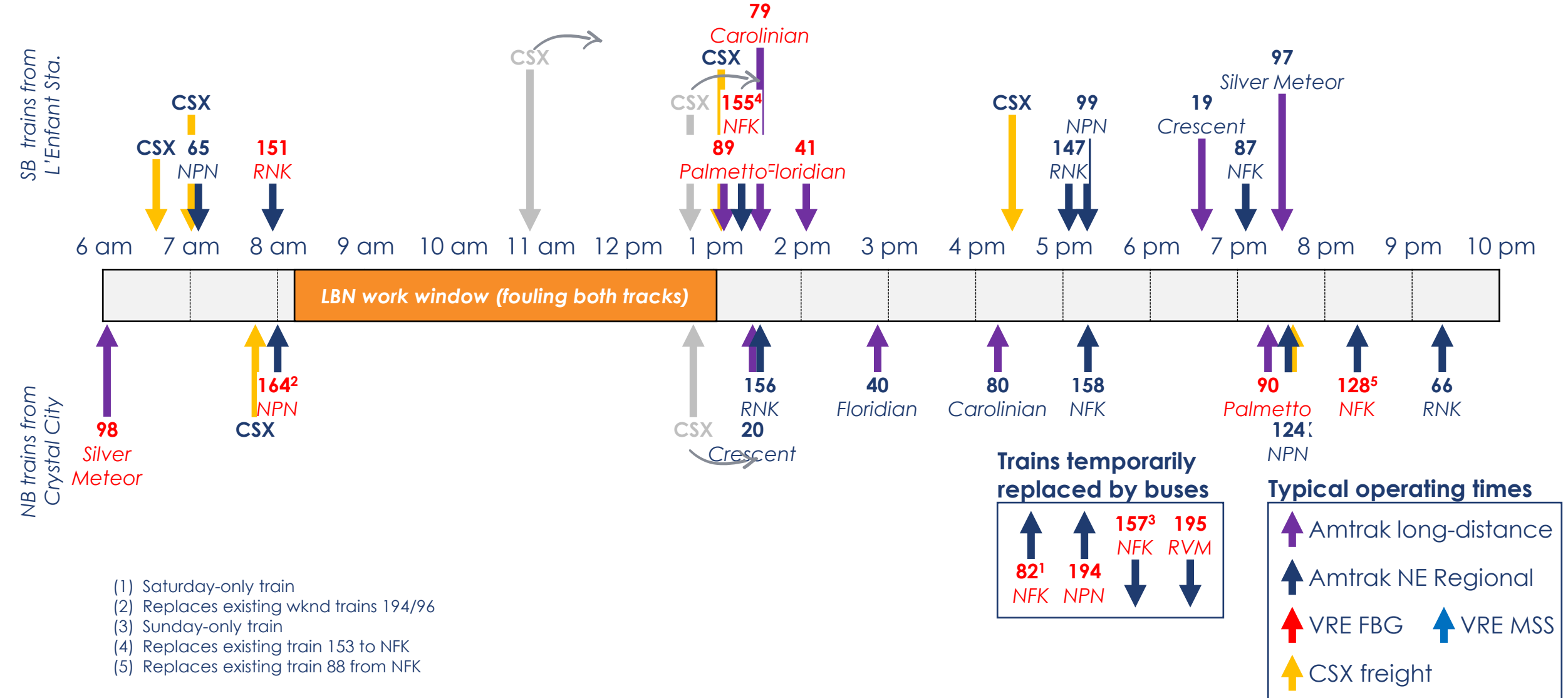
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- VRE FBG
- VRE MSS
- CSX freight

# Proposed changes to passenger and freight service on Saturdays





# Goal: We need to keep service running throughout construction

With a combination of peak construction activity and CSX heat orders, **summer 2027** is anticipated to be the most challenging for service.

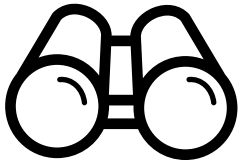
## Construction schedules of selected TRV projects

Project	2025						2026												2027												2028																																	
	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4																		
L'Enfant Fourth Track																																																																
Long Bridge North							Stage 1.1A																					Stage 1.2A			Stage 2.2A																																	
Alexandria Fourth Track									Phase 1			Phase 2 + Track Phase Transition					Phase 3					Phase 4			Phase 5																																							
Franconia-Springfield Bypass	Shoofly Construction						Phase 2 Construction																																																									
Franconia to Lorton Third Track																			Phase 1								Phase 2			Phase 3			Phase 4 & Phase 5																															
Potomac Creek Third Track South (Siding A) - Phase 1																																																																

Dates from May 2025 TRV master work schedule

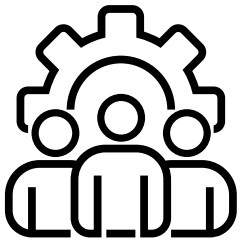
# Proactively protecting operations throughout construction

## 1. Monitoring – *Dynamic environment will require interagency coordination.*



VPRA team will be tracking construction and MOW work updates provided by the parties and conducting regular service impact evaluations

## 2. Mitigating – *“What happens if Plan A doesn’t work?”*



VPRA, CSX, Amtrak, and VRE will monitor and proactively implement mitigation measures as issues arise.



# Today

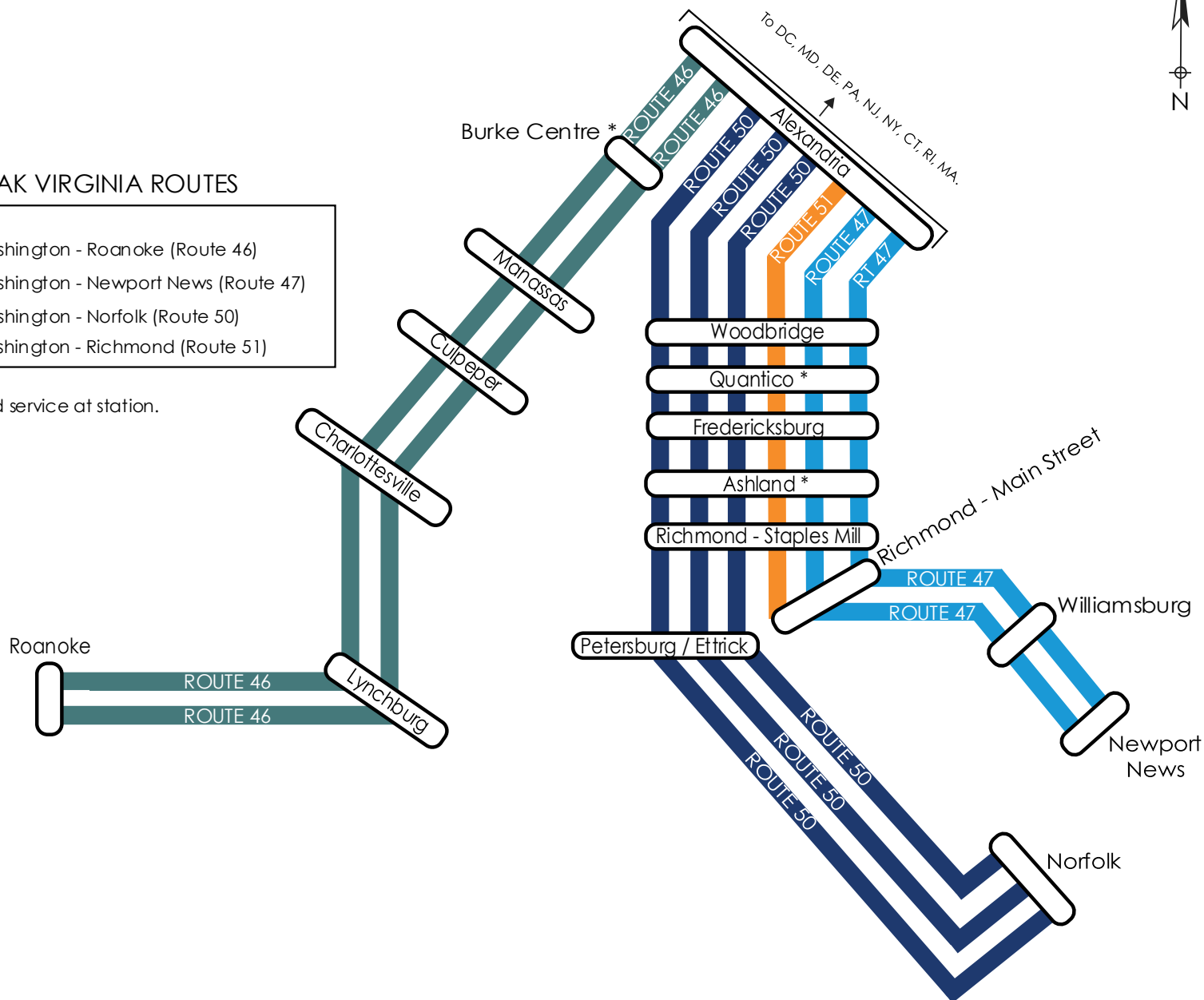
## AMTRAK VIRGINIA ROUTES

### LEGEND

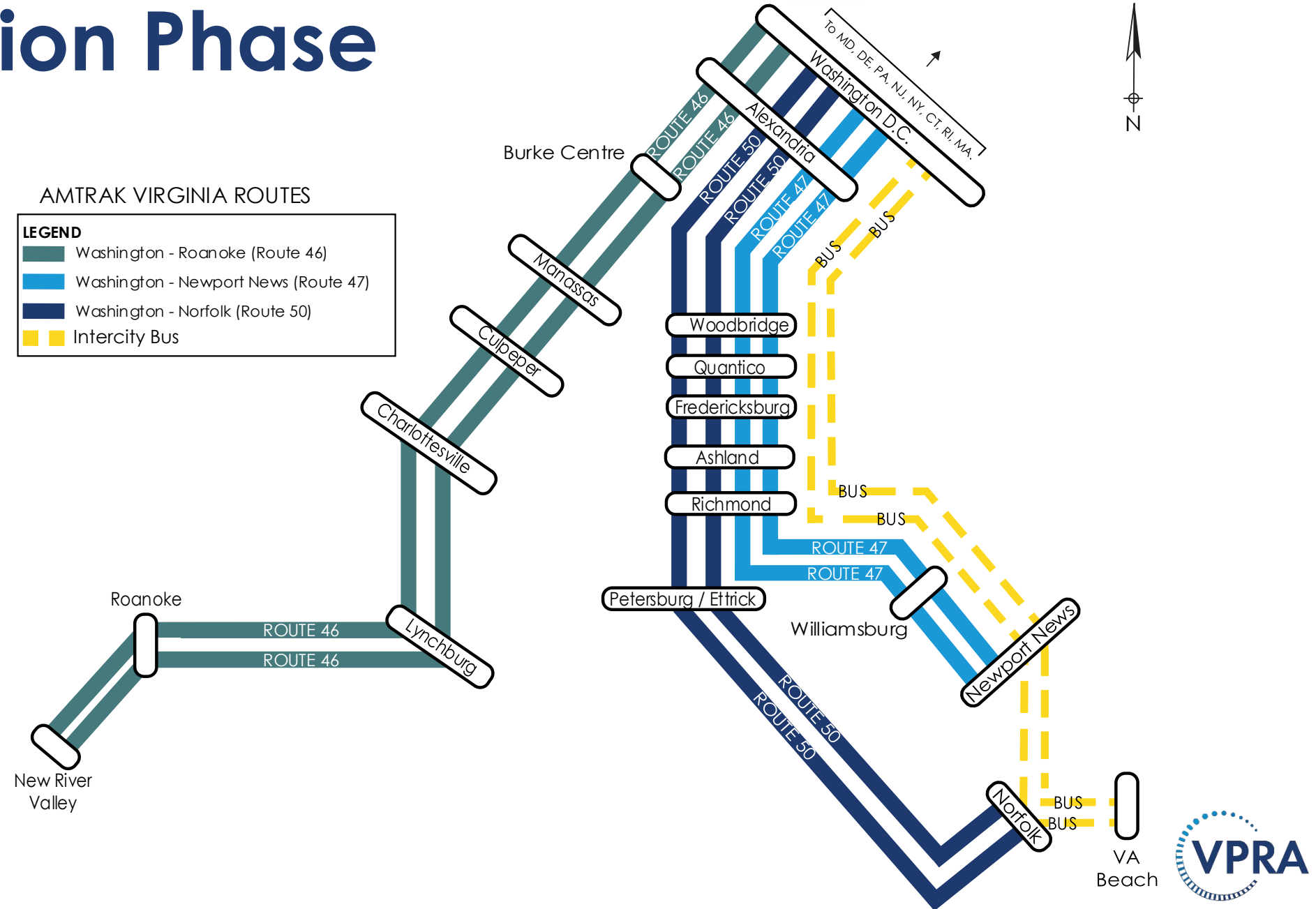
- Washington - Roanoke (Route 46)
- Washington - Newport News (Route 47)
- Washington - Norfolk (Route 50)
- Washington - Richmond (Route 51)

### Note:

1. \* Limited service at station.



# Construction Phase



# Long Bridge Completed

## (One Richmond Turn)

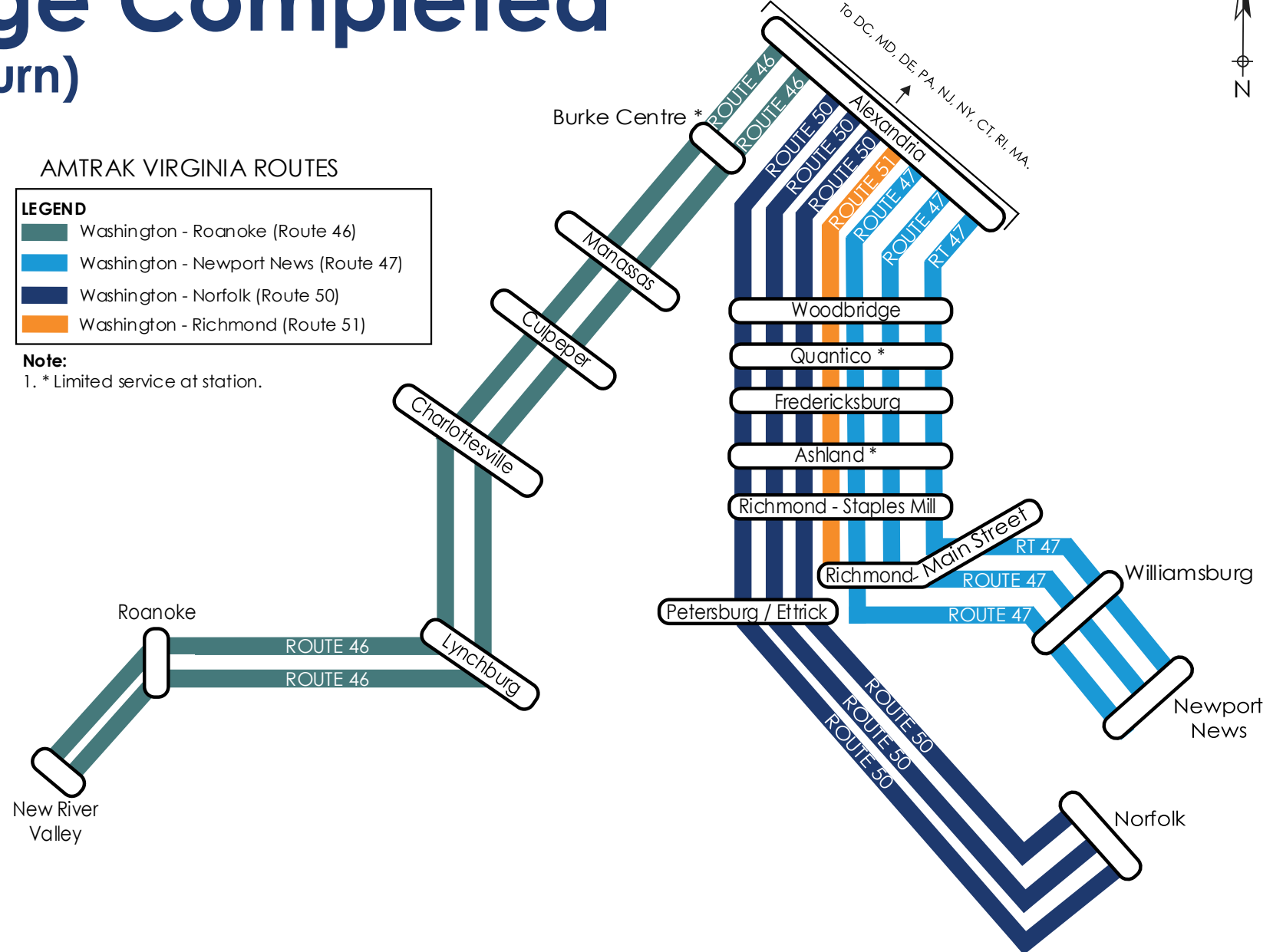
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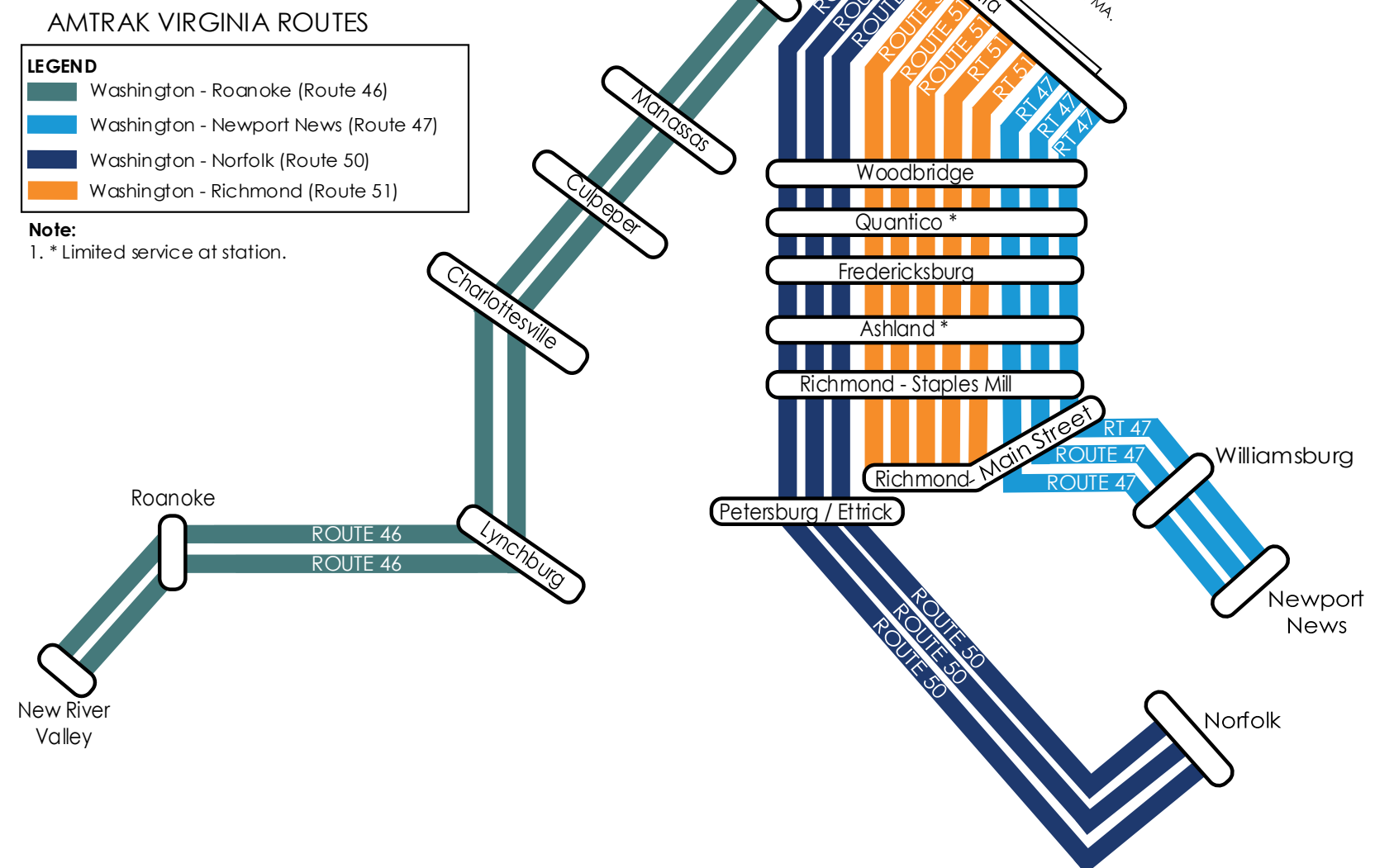
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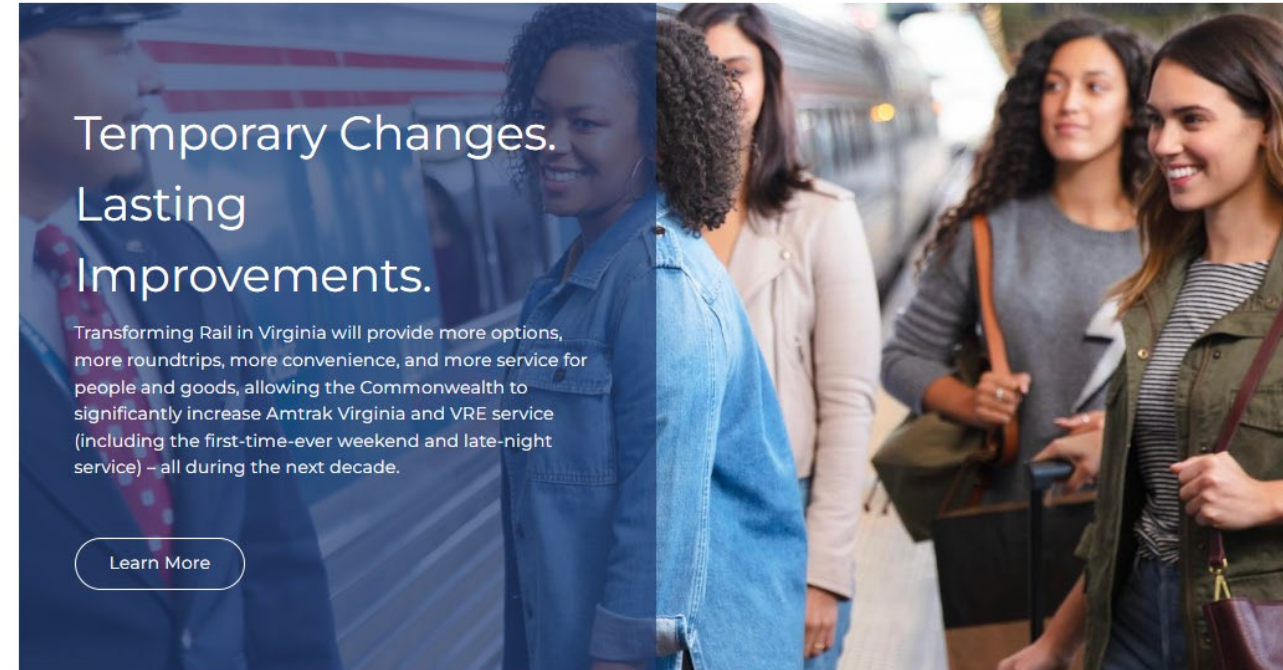
# End of TRV Phases 1 and 2



# Communications and Outreach



Building the Future of Rail, Today - Video



<https://vapassengerrailauthority.org/plan-my-trip/service-guide/>

# Communications and Outreach

- Communications Working Group – VPRA, Amtrak, VRE
- Joint Communications Plan
  - FAQs and Fact Sheets
  - Digital communications – videos, social media, website landing pages, Amtrak VA sitelet
  - Media relations – joint media release
  - Legislative, community leadership, and stakeholder outreach
  - Crisis communications
- Customer Communications Plan
  - Direct customer outreach – station “Pop-Ups”
  - Traditional Amtrak and VRE customer communications





# THANK YOU

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Questions?