
Long Bridge Project

Rail Industry Day, January 24, 2020

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Virginia Department of Rail and Public Transportation



Long Bridge History

- Original Structure Built in 1808
- Two-track steel through-girder/through-truss railroad bridge constructed in 1904
- Reinforced in 1942 during WWII for heavy loads
- Swing span last opened in 1965
- CSXT acquired the bridge from Conrail in 1999
- Only railroad bridge connecting Virginia to DC – next closest crossing is at Harpers Ferry, WV

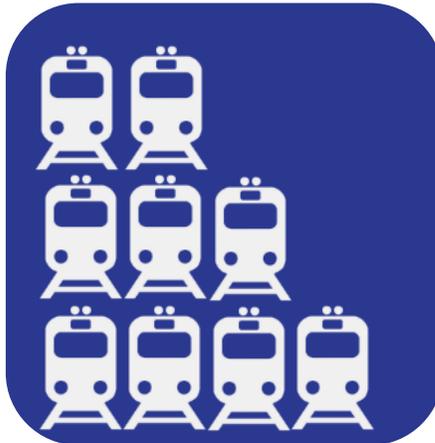


Current Status: Long Bridge

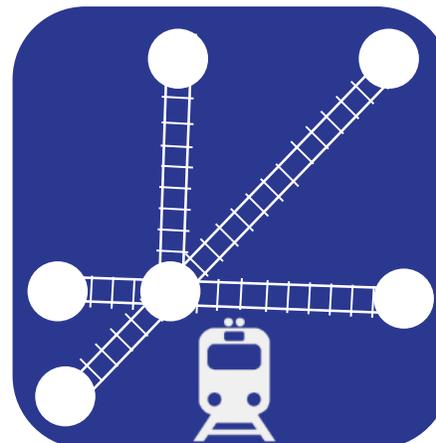
- NEPA Study – Currently led by DC DOT
 - Preferred alternative selected- new 2-track bridge upstream less expensive and has fewer impacts
 - Order of magnitude cost- \$1.9 billion
 - Currently finalizing conceptual
 - Draft EIS document expected mid 2019
 - Final EIS and FRA's release of ROD for final environmental clearance expected mid to late 2020
- Engineering
 - Currently at 10% design, with 30% design estimated for completion in 2021
- Funding plan includes various options of state, regional funding, and federal funding

Purpose & Need

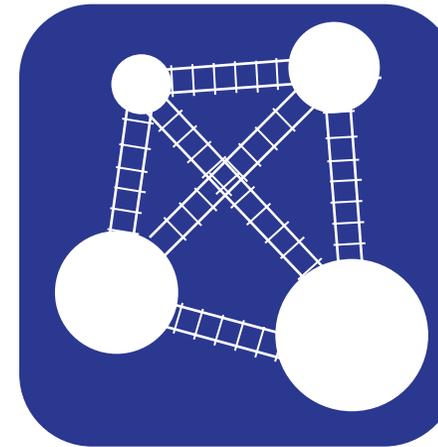
Railroad
Capacity



Network
Connectivity



Railroad Resiliency
and Redundancy



Current and Future Operations

Train Operator	Current # Trains per Day	2040 # Trains per Day	Percent Increase
VRE	34	92	171%
MARC	0	8	--
Amtrak/DC2RVA	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
TOTAL	76	192	

On-Time Performance*		
	Current (Observed)	No Action (2040)
Commuter	91%	25%
Intercity Long Distance	70%	12%
Intercity Regional		7%

Current Operational Issues and Need

- Existing Long Bridge bottleneck due to:
 - 3 tracks on each side, 2 track bridge
 - Speed restrictions in effect on bridge
- Traffic is split 70/30 between passenger/freight
 - Currently 34 VRE trains and 24 Amtrak trains
- Bridge is at capacity during AM/PM peak
- No rail network redundancy
- Need new two-track bridge for passenger corridor



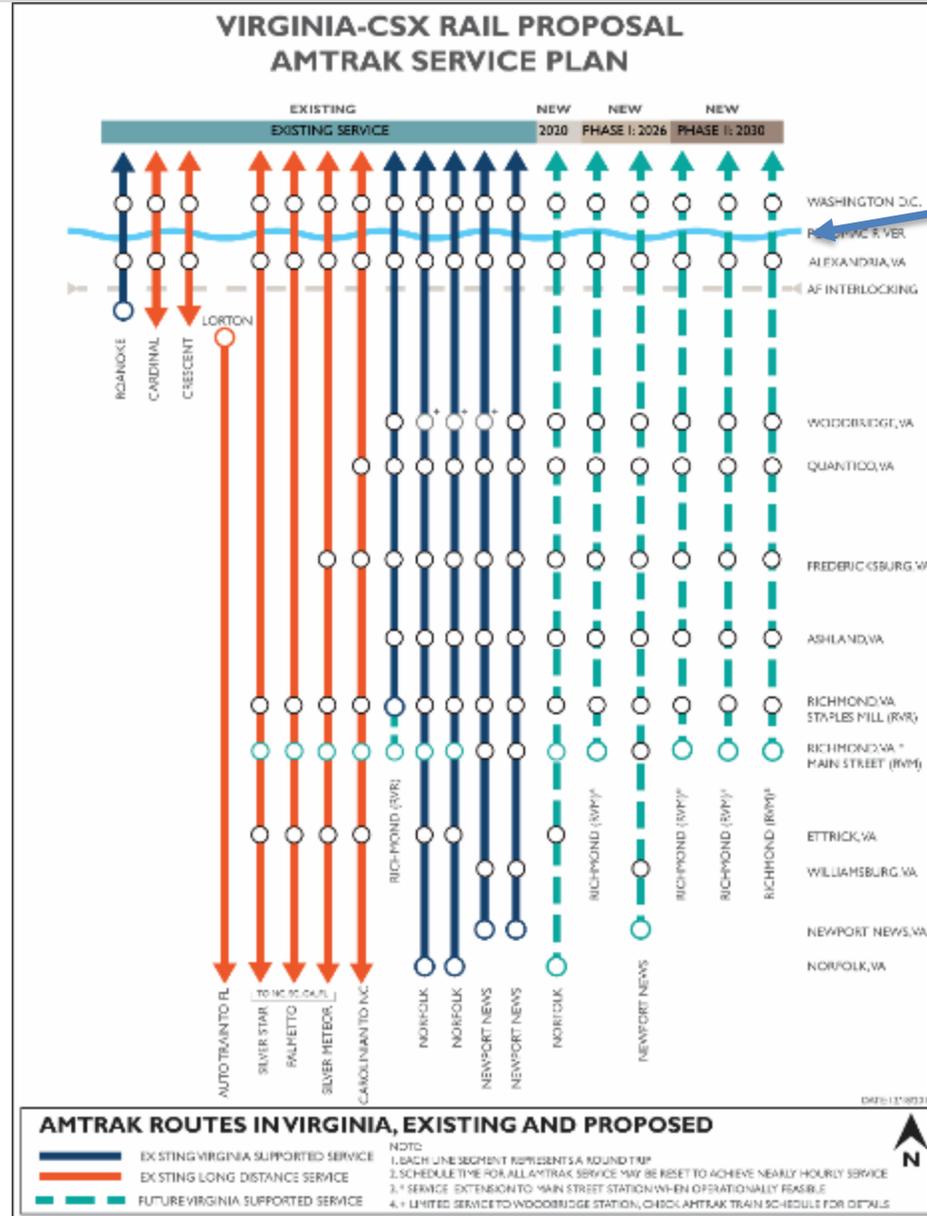
Project Limits



Source: Long Bridge Public Hearing Presentation 10-22-2019

Amtrak Service Plan

- 6 additional round-trip trains connecting Virginia to the northeast by 2030

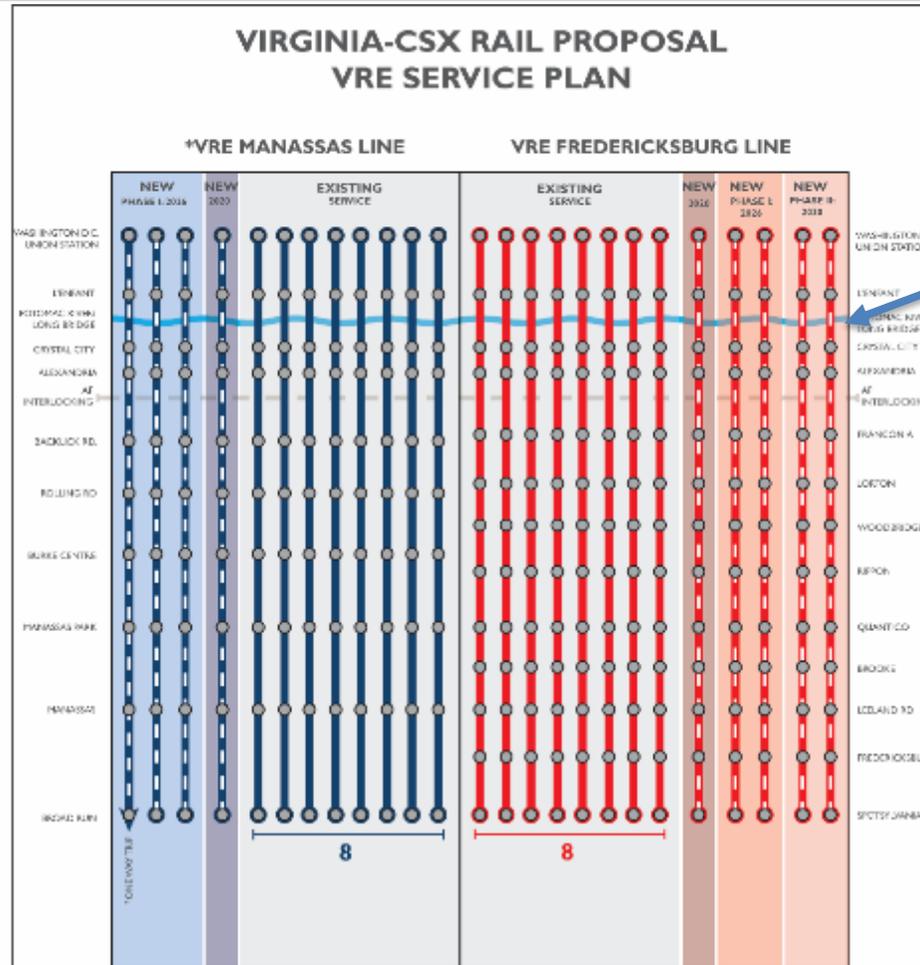


It All Goes Over Long Bridge!



VRE Service Plan

- 5 additional round-trip VRE trains on the Fredericksburg Line by 2030
- Includes late-night & weekend service



It All Goes Over Long Bridge!

VIRGINIA RAILWAY EXPRESS (VRE) ROUTES IN VIRGINIA, EXISTING AND PROPOSED

STATION
 MANASSAS LINE FUTURE MANASSAS LINE
 FREDERICKSBURG LINE FUTURE FREDERICKSBURG LINE

NOTE:
 1. ¹ SUBJECT TO AGREEMENT WITH NORFOLK SOUTHERN
 2. EACH LINE SEGMENT REPRESENTS A ROUNDTRIP EXCEPT WHERE NOTED
 3. FUTURE WEEKEND SERVICE BEGINNING IN PHASE I

DATE: 2/18/2014



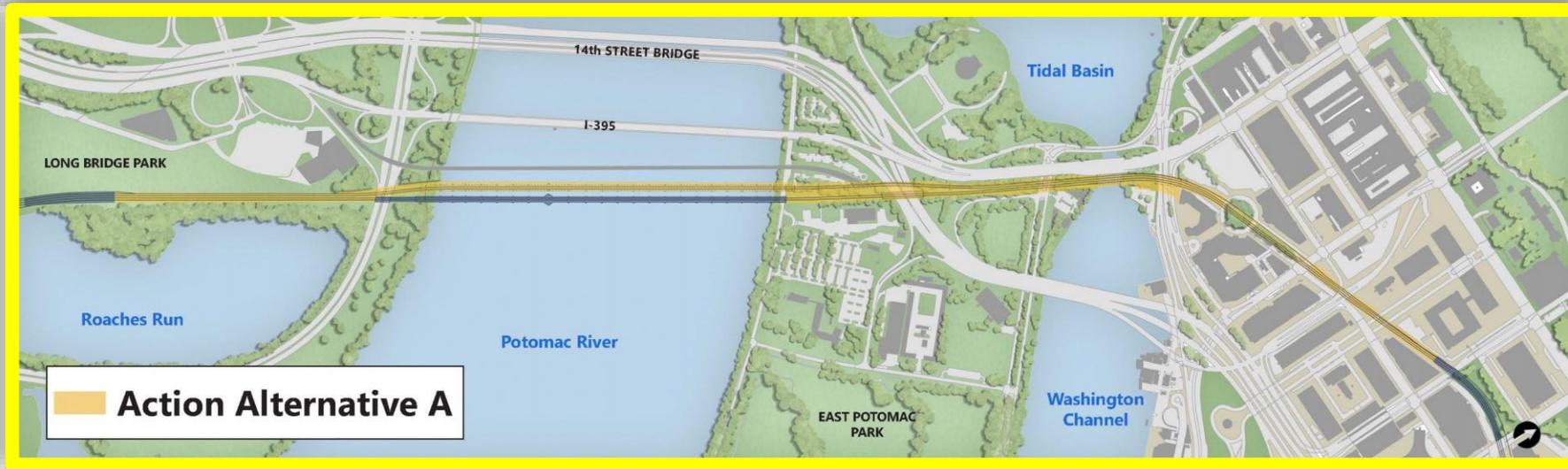
Road Benefits of Long Bridge

Constructing the new Long Bridge will create enough capacity for the following additional annual benefits:

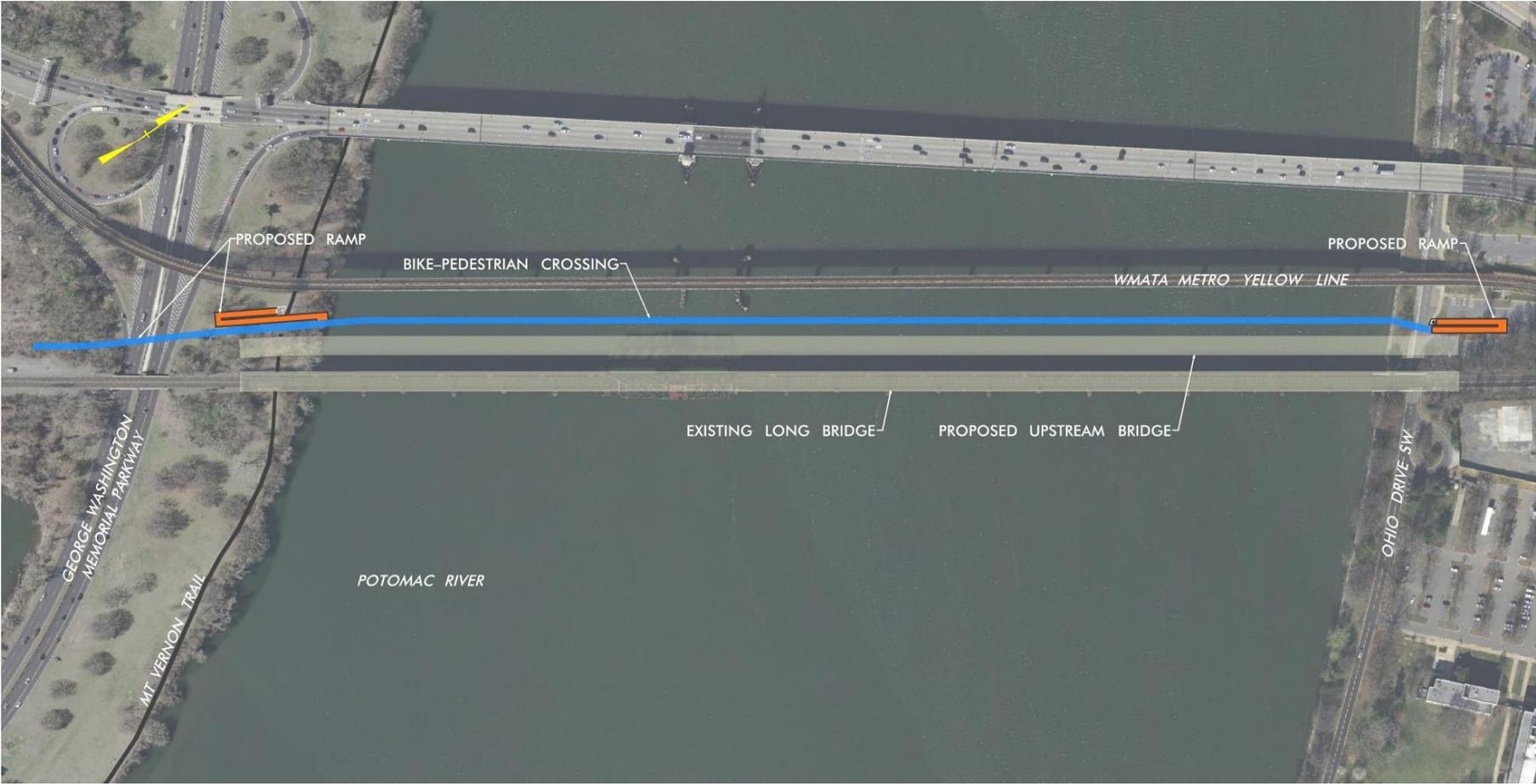
- Over 18,000 new freight and passenger train crossings
- 1 million trucks taken off the roads
- 5 million cars taken off the roads
- Safety improved by reducing crashes



EIS: Selected Preferred Alternative



Pedestrian & Bicycle: Proposed 4f Mitigation



Independent structure upstream of the new railroad bridge spanning the Potomac River

Temporary Construction Impacts



- Operational impacts to railroads, Metrorail, and roadways
- Impacts to parking lots
- Relocation of the Mount Vernon Trail
- Impacts to navigation
- Construction activities would exceed local daytime & nighttime noise limits
- Construction staging & access on parkland

Next Steps: Project Lifecycle



*This is a draft-anticipated process for the Project.

Questions ?

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