



# Long Bridge Project

## PROJECT OVERVIEW

The Long Bridge Project would more than double rail capacity across the Potomac River between Virginia and Washington, DC, enabling improved rail services for the Washington region.

## PROPOSED PROJECT COMPONENTS


 **Bike & Pedestrian Bridge as Mitigation**

 **Tracks Doubled (From 2 to 4)**

 **7 Road Overpasses Replaced**

 **New Two-Track Bridge Crossing the Potomac River**

## COST AND SCHEDULE

 **\$1.9 B<sup>1</sup> Construction Cost**

 **5-Year<sup>1</sup> Construction Time**

## BACKGROUND

The existing Long Bridge was constructed in 1904 and is the only railroad crossing between Washington, DC, and Virginia. The bridge, owned by CSX Transportation, carries two railroad tracks and 76 CSX, Amtrak and VRE trains per weekday.



## Project Status

The Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and with the participation of the National Park Service (NPS), published the Combined Final Environmental Impact Statement (FEIS), Final Section 4(f) Evaluation, and Record of Decision (ROD) for the Long Bridge Project in August 2020. The ROD identified the Selected Alternative shown below for the Long Bridge Project.

## Project Benefits

- ✓ **Enables the growth of commuter and intercity rail services** for Washington-area residents

Trains per Day			
VRE	92	CSXT	42
MARC	8	Norfolk Southern	6
Amtrak/DC2RVA	44	<b>Total =</b>	<b>192</b>

- ✓ **Improves the reliability of rail service** by enhancing the region's rail network with more capacity and resiliency
- ✓ **Improves connectivity between regional transportation networks**, including MARC, VRE, and Amtrak
- ✓ **Enhances park amenities through mitigation**



<sup>1</sup>Estimates for the Selected Alternative