



U.S. Commission of Fine Arts

Long Bridge South Project Revised Concept Review

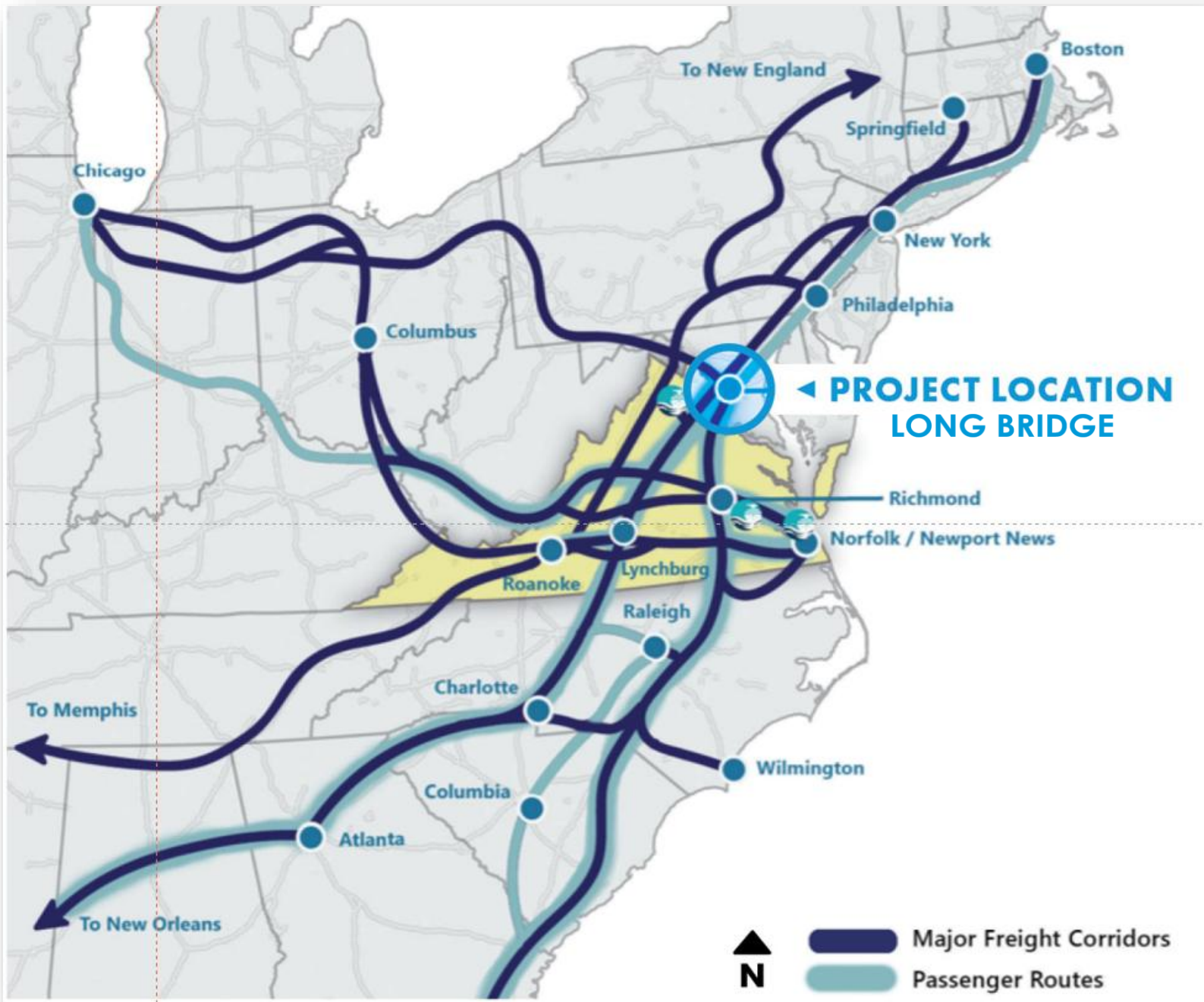
May 21, 2026





Long Bridge Project Overview

**Shirlene Cleveland, PE, Senior Director
Virginia Passenger Rail Authority (VPRA)**

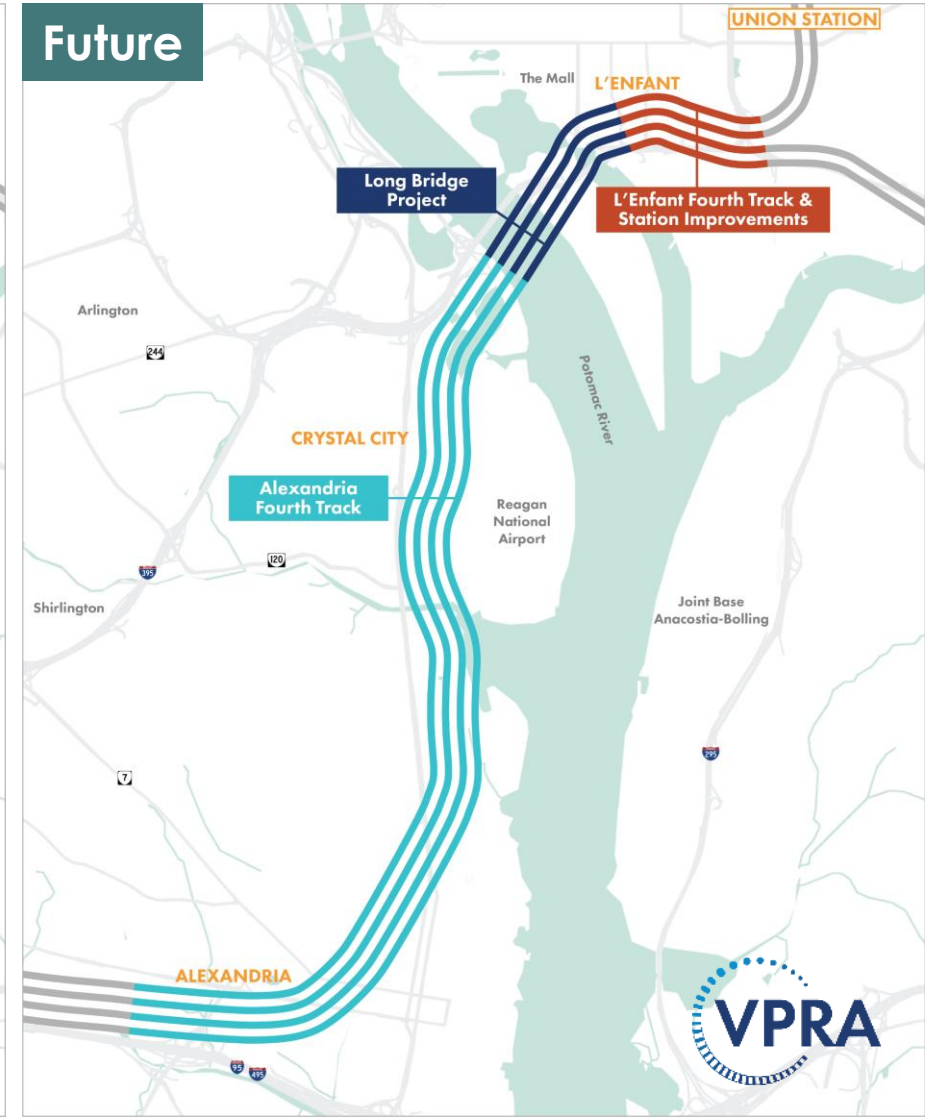
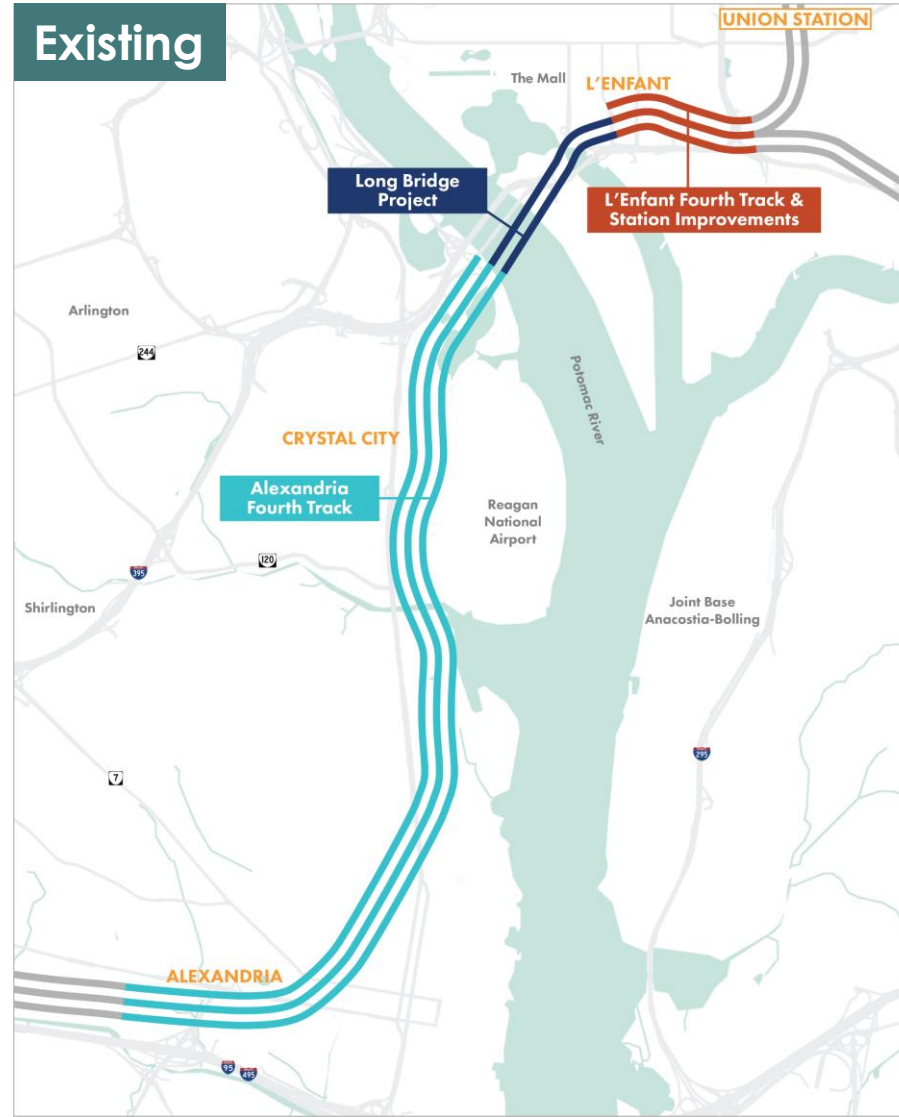


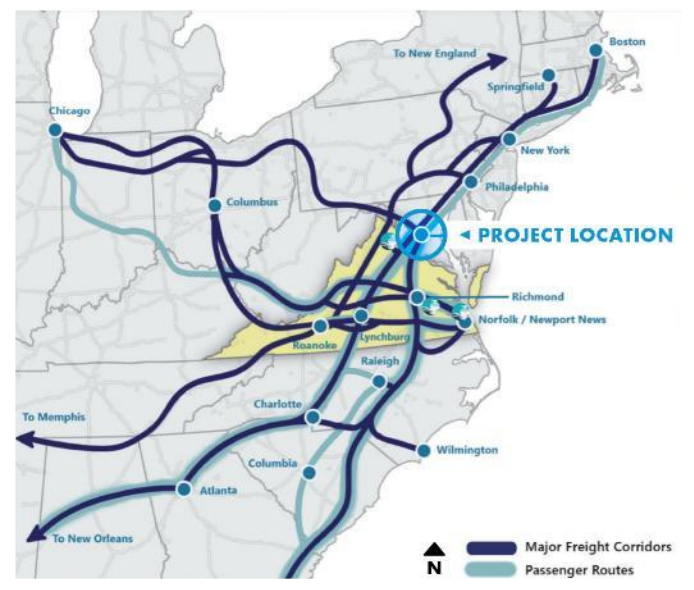
Long Bridge: Completing the Four-Track Corridor

L'Enfant 4th Track
(3 → 4 tracks)
Complete 2030

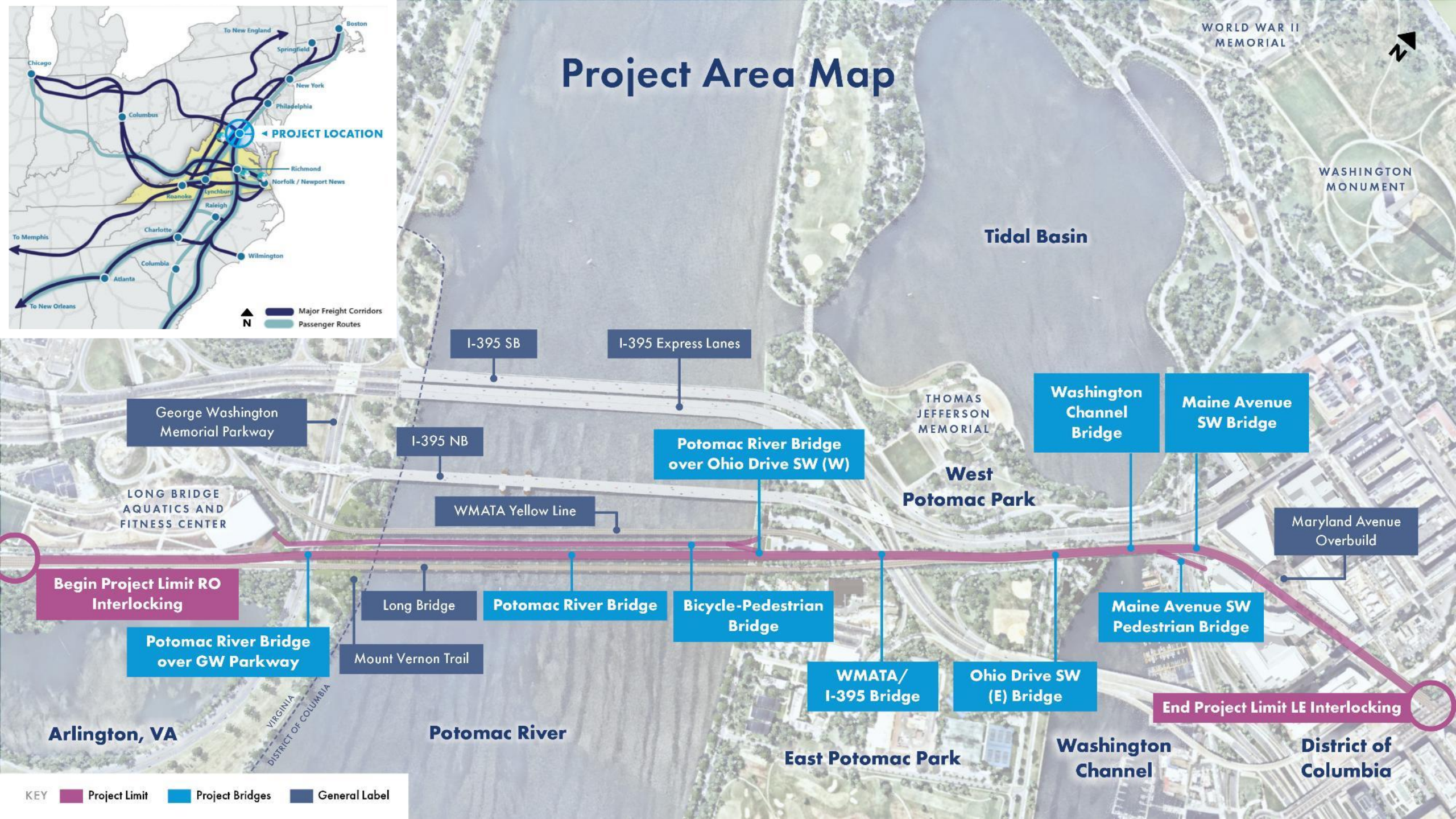
Long Bridge
(2 → 4 tracks)
Complete 2030

Alexandria 4th Track
(3 → 4 tracks)
Complete 2027





Project Area Map



WORLD WAR II
MEMORIAL

WASHINGTON
MONUMENT

Tidal Basin

THOMAS
JEFFERSON
MEMORIAL

West
Potomac Park

George Washington
Memorial Parkway

LONG BRIDGE
AQUATICS AND
FITNESS CENTER

I-395 NB

WMATA Yellow Line

Potomac River Bridge
over Ohio Drive SW (W)

Washington
Channel
Bridge

Maine Avenue
SW Bridge

Maryland Avenue
Overbuild

Begin Project Limit RO
Interlocking

Long Bridge

Potomac River Bridge

Bicycle-Pedestrian
Bridge

Maine Avenue SW
Pedestrian Bridge

Potomac River Bridge
over GW Parkway

Mount Vernon Trail

WMATA/
I-395 Bridge

Ohio Drive SW
(E) Bridge

End Project Limit LE Interlocking

Arlington, VA

Potomac River

East Potomac Park

Washington
Channel

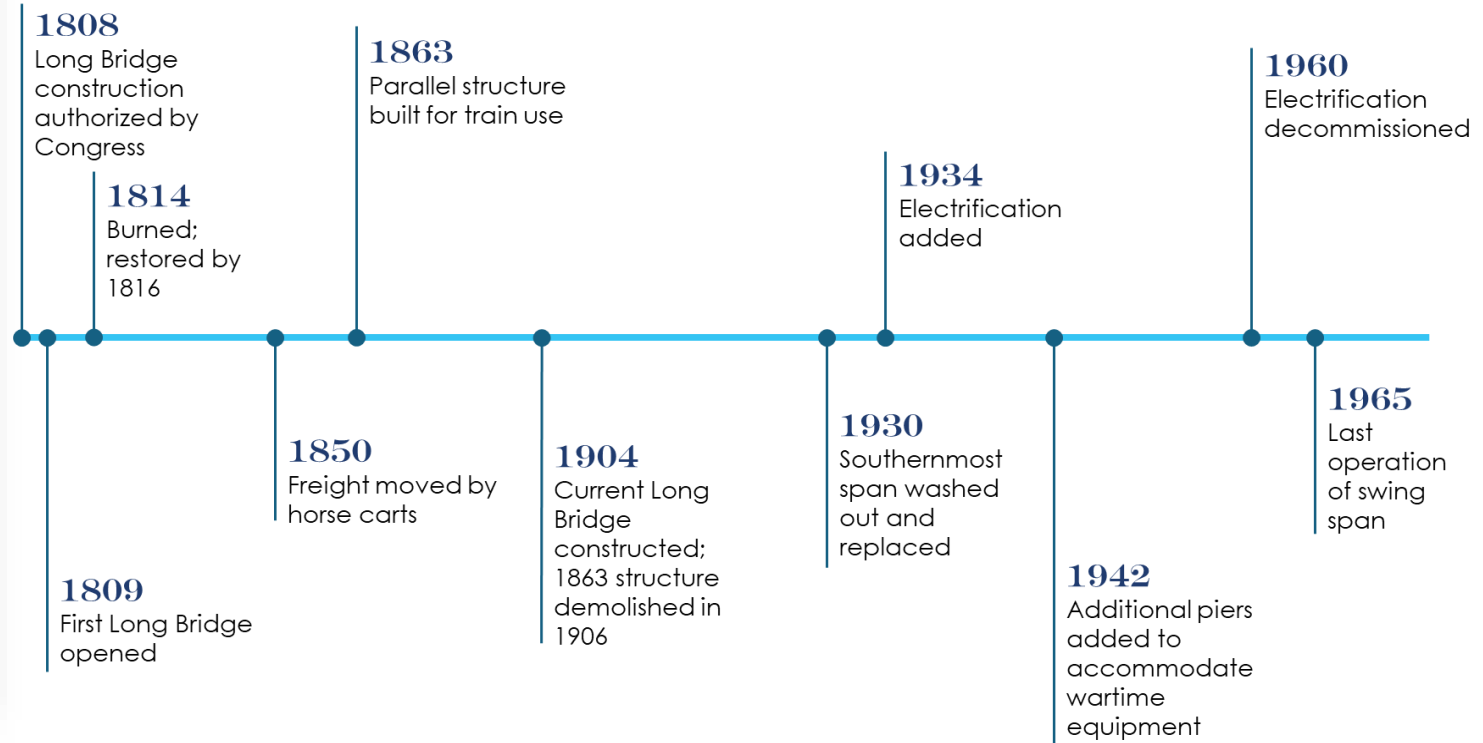
District of
Columbia

KEY ■ Project Limit ■ Project Bridges ■ General Label

Connecting Virginia and DC for Over 200 years



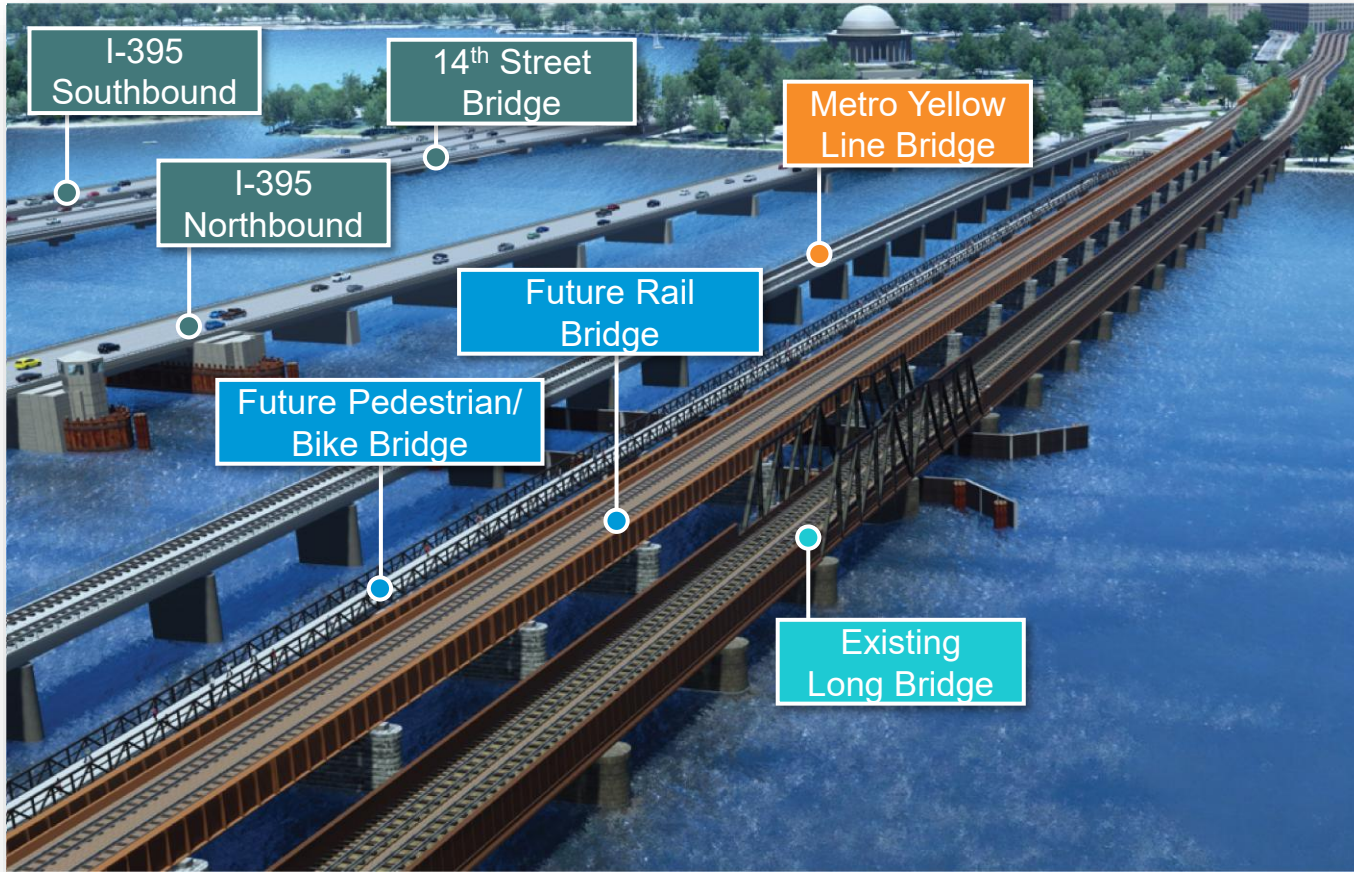
View from the first Long Bridge, 1865



The Long Bridge Corridor Today



Project Overview



1.8 mile
Project

20,000
Feet of Track

6,500 ft
Rail Bridges

3
Rail Operators

2,800 ft
Potomac River Bike
-Pedestrian Bridge

2
New Tracks
VA to DC

3,500 ft
Retaining/
Crashwalls

5
New Rail
Bridges

70
Daily
Trains

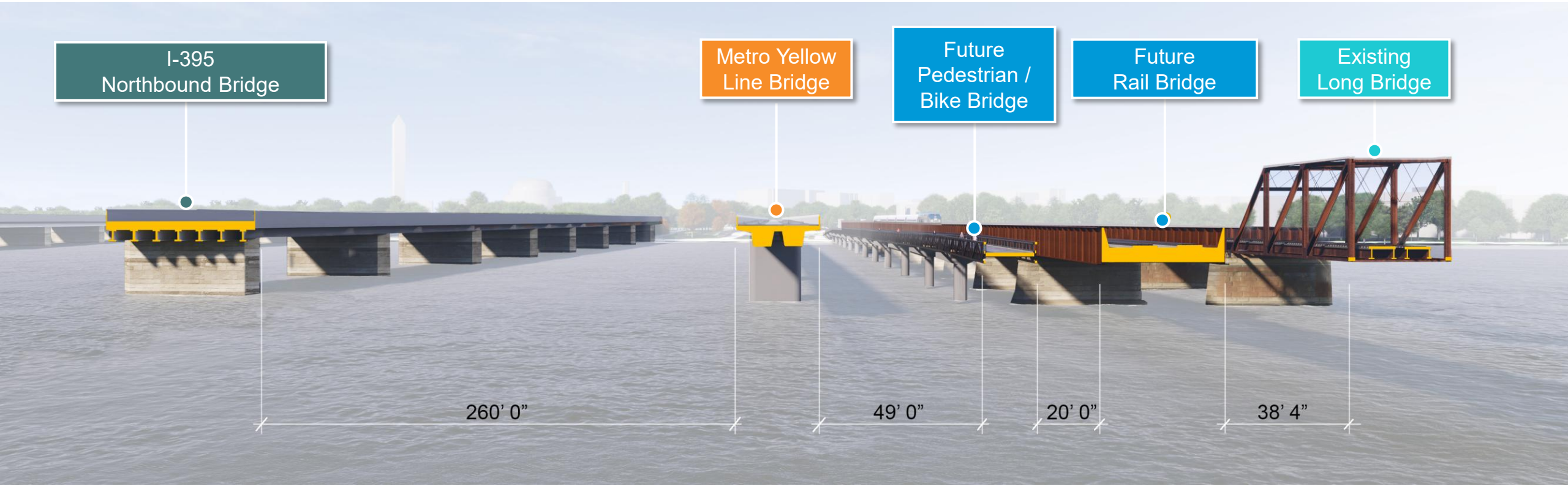
1
New Potomac River
Bike/Ped Bridge

37 +
Stakeholders

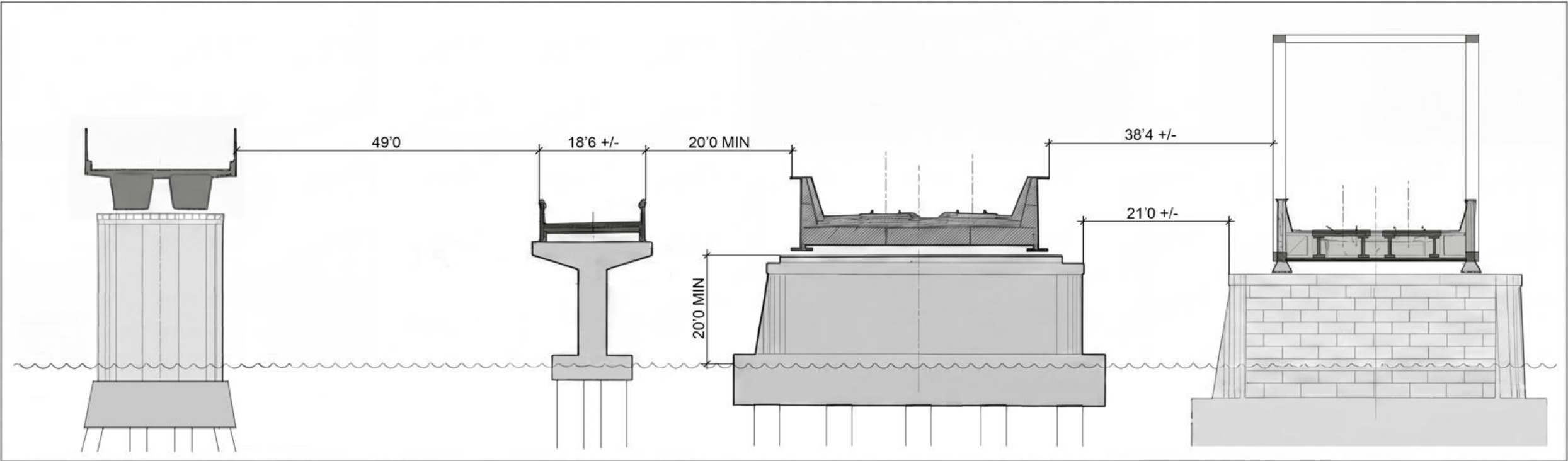
1
Maine Ave Pedestrian Bridge



Cross Section Bridge Alignments



Cross Section of Bridge Alignments (Plan)



Metro Yellow Line Bridge

Future Pedestrian/Bike Bridge

Future Rail Bridge

Existing Long Bridge

Project Schedule

District Department of Transportation Led

2011–2016 Scoping

2011 Federal Grant

Phase 1 Study
2012–2015

Phase 2 Study
2015–2016

DC-VA Partnership

2016–2020 Environmental Review

2016 Federal Grant

Environmental
Review Complete
September 2020

Long Bridge Act
December 2020

Identified Mitigation
Commitments &
Permit Identification

Virginia Passenger Rail Authority Led

2021–2023 Preliminary Engineering

Design 15% to 30%

Determine Project
Delivery Method

Begin Environmental
Mitigation & Permits

Agreements with
Partner
Organizations

2023–2030 Final Design & Construction

Construction
Contract
Procurements

Land Acquisition

Permitting

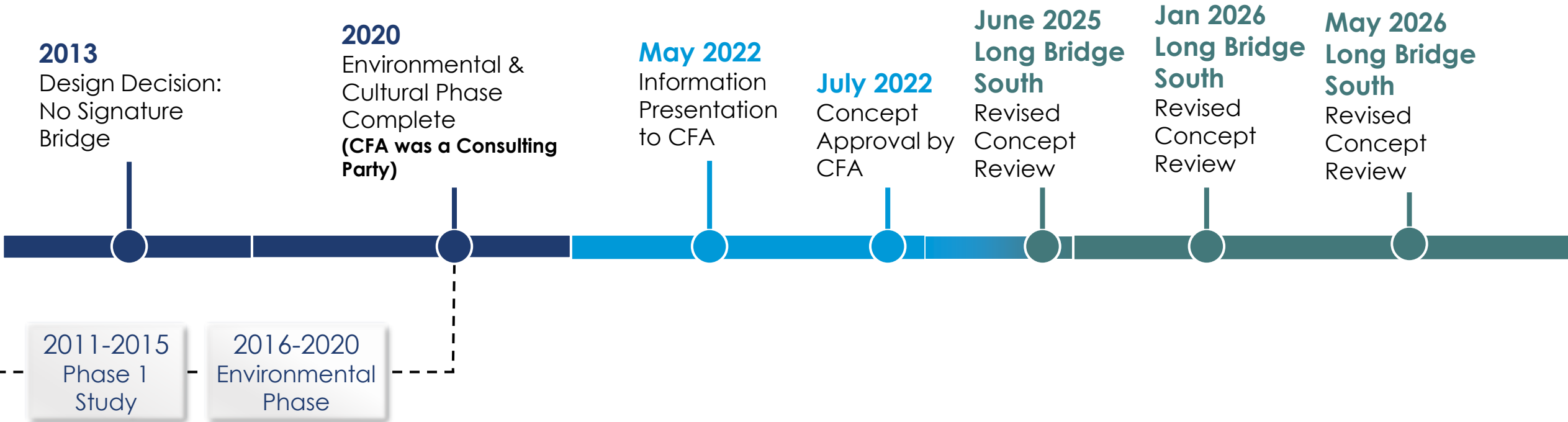
Final Design &
Construction



Long Bridge South Package



CFA Coordination and Project Milestones





Response to Comments

Ben Fitts, PE, Design-Integration Manager
Long Bridge Rail Partners

Fred Parkinson, PE, Design Manager
Long Bridge Rail Partners

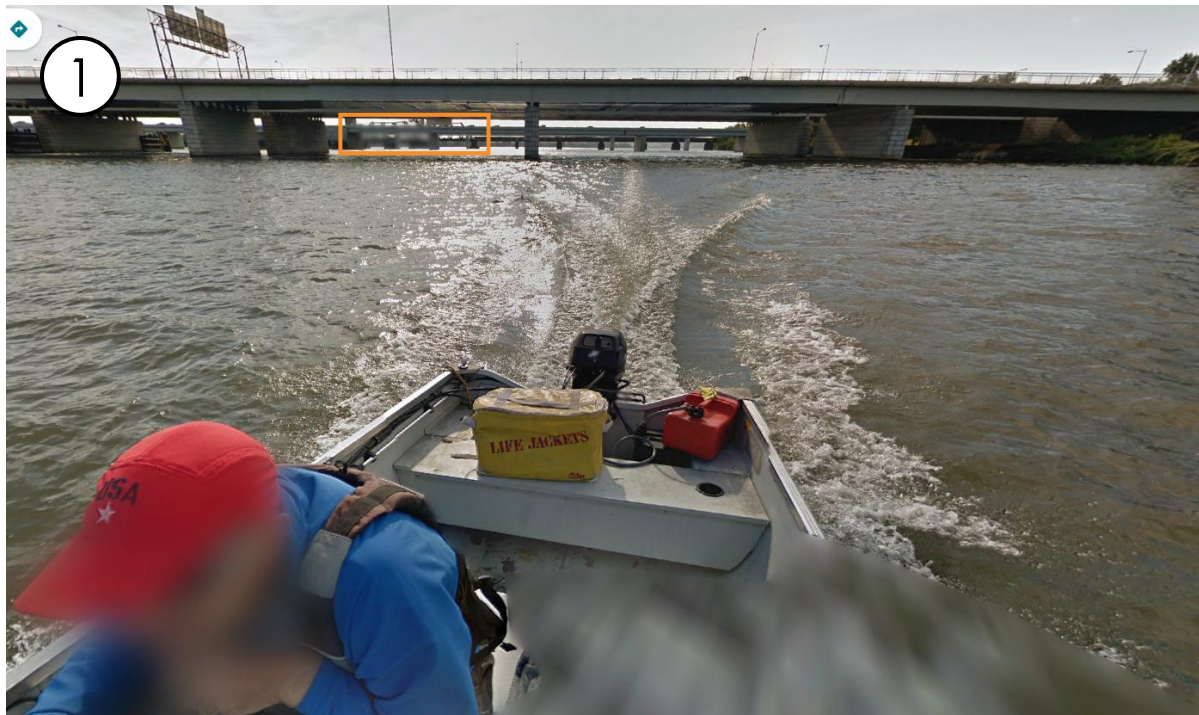
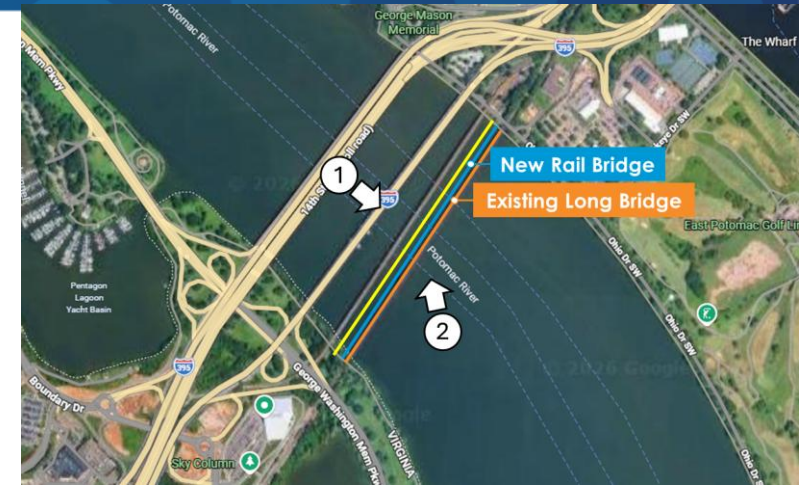
Comment #1: Truss Visibility

The through plate girders block the view of the historic truss

“Recommended study of a more open structure for the sides of the new bridge where it is adjacent to the swing span”



Existing Views of Truss

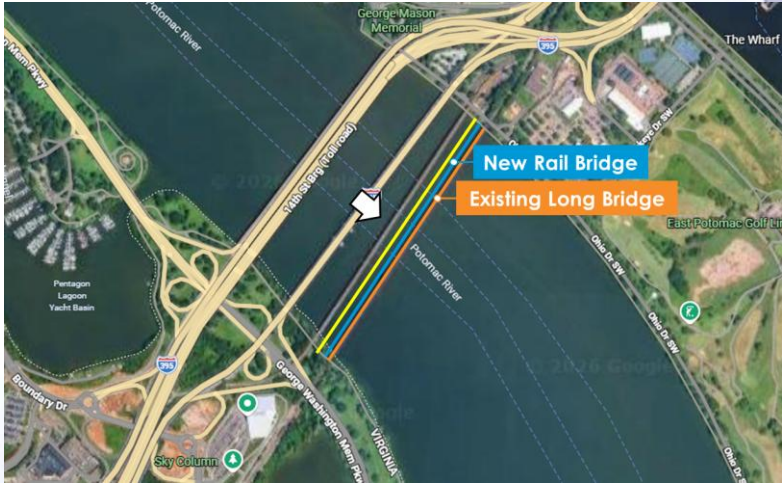


Looking downstream



Looking upstream (no change proposed)

Metro Yellow Line

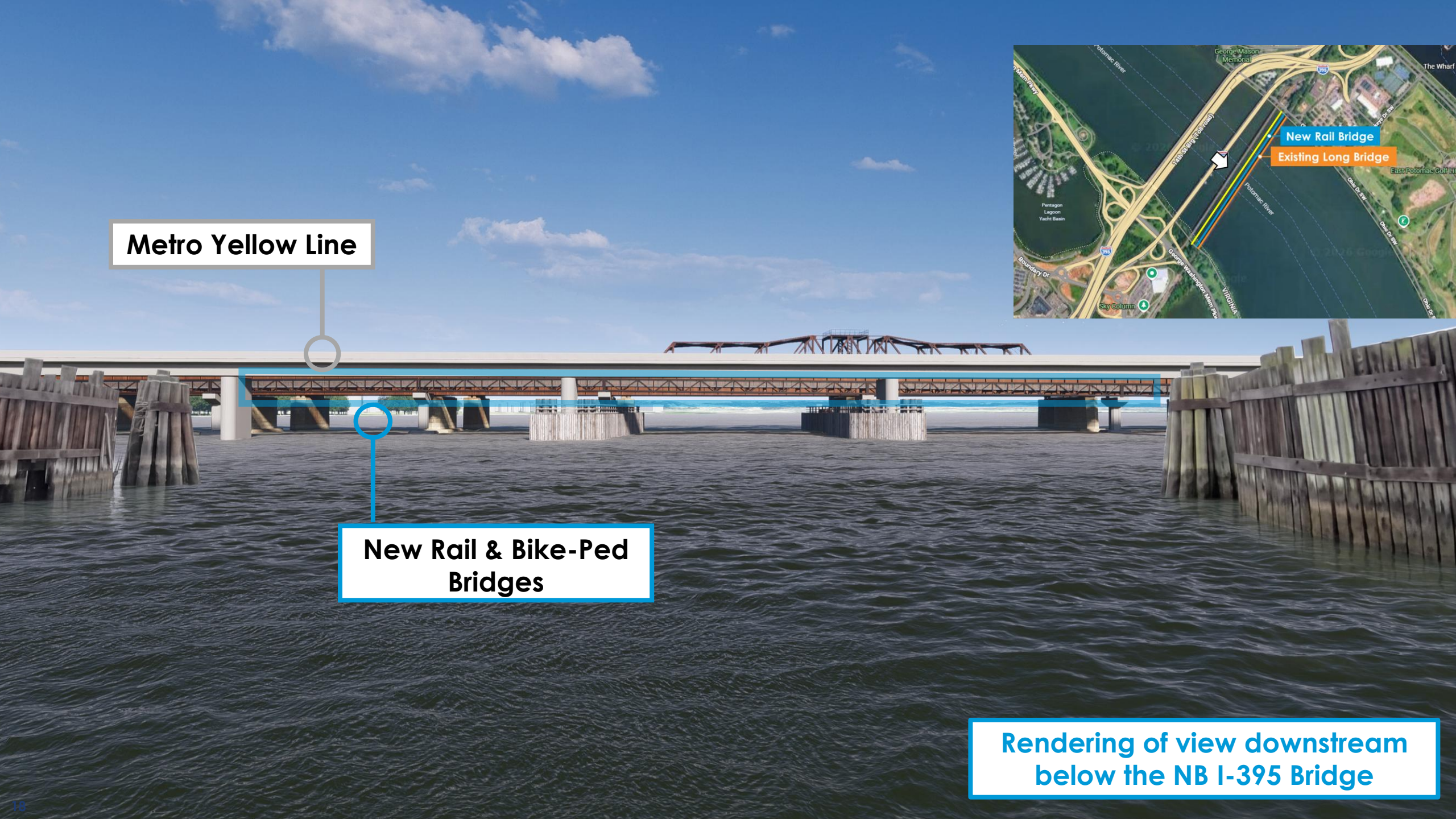
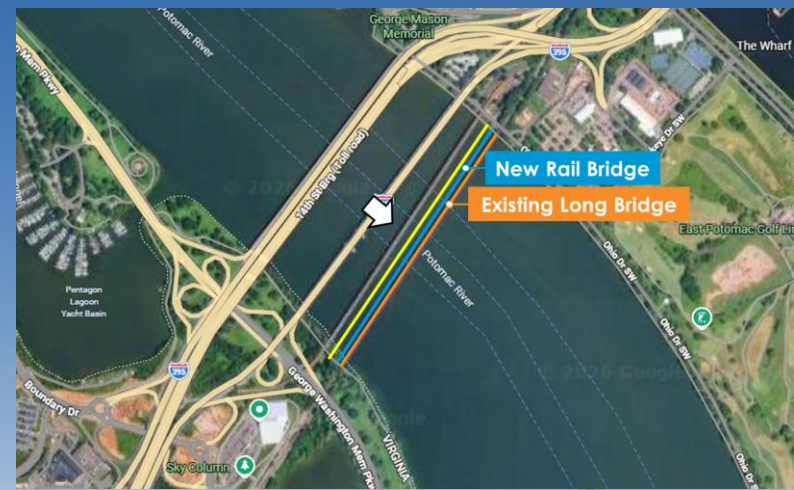


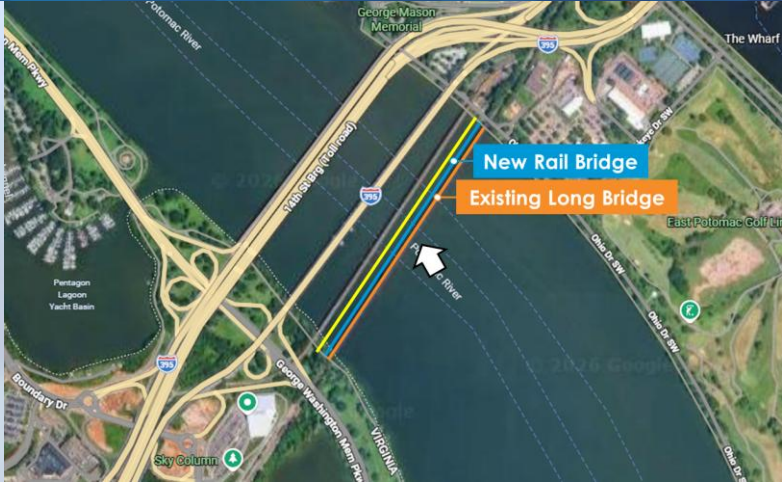
**View downstream below
the NB I-395 Bridge**

Metro Yellow Line

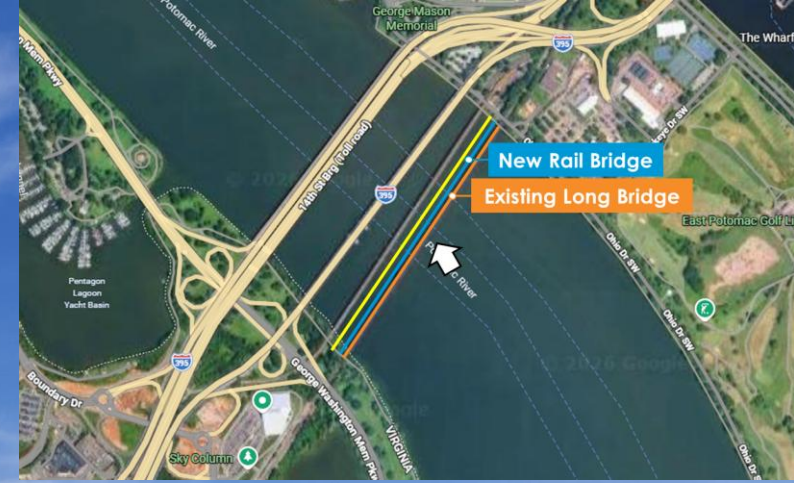
**New Rail & Bike-Ped
Bridges**

**Rendering of view downstream
below the NB I-395 Bridge**





[View upstream](#)



Rendering of view upstream with new bridges



Metro Yellow Line

**View from NB I-395
towards DC**

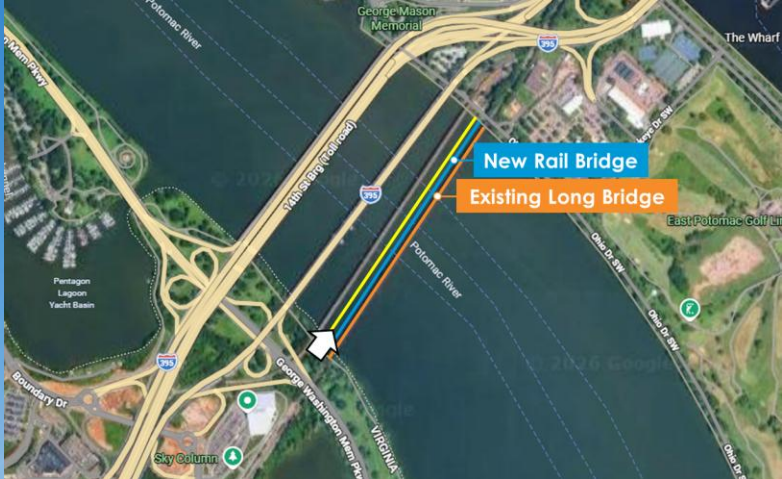


Rendering of view from NB I-395 towards DC with new bridges

Metro Yellow Line

Ramp to Mount Vernon Trail

Stairs to Mount Vernon Trail

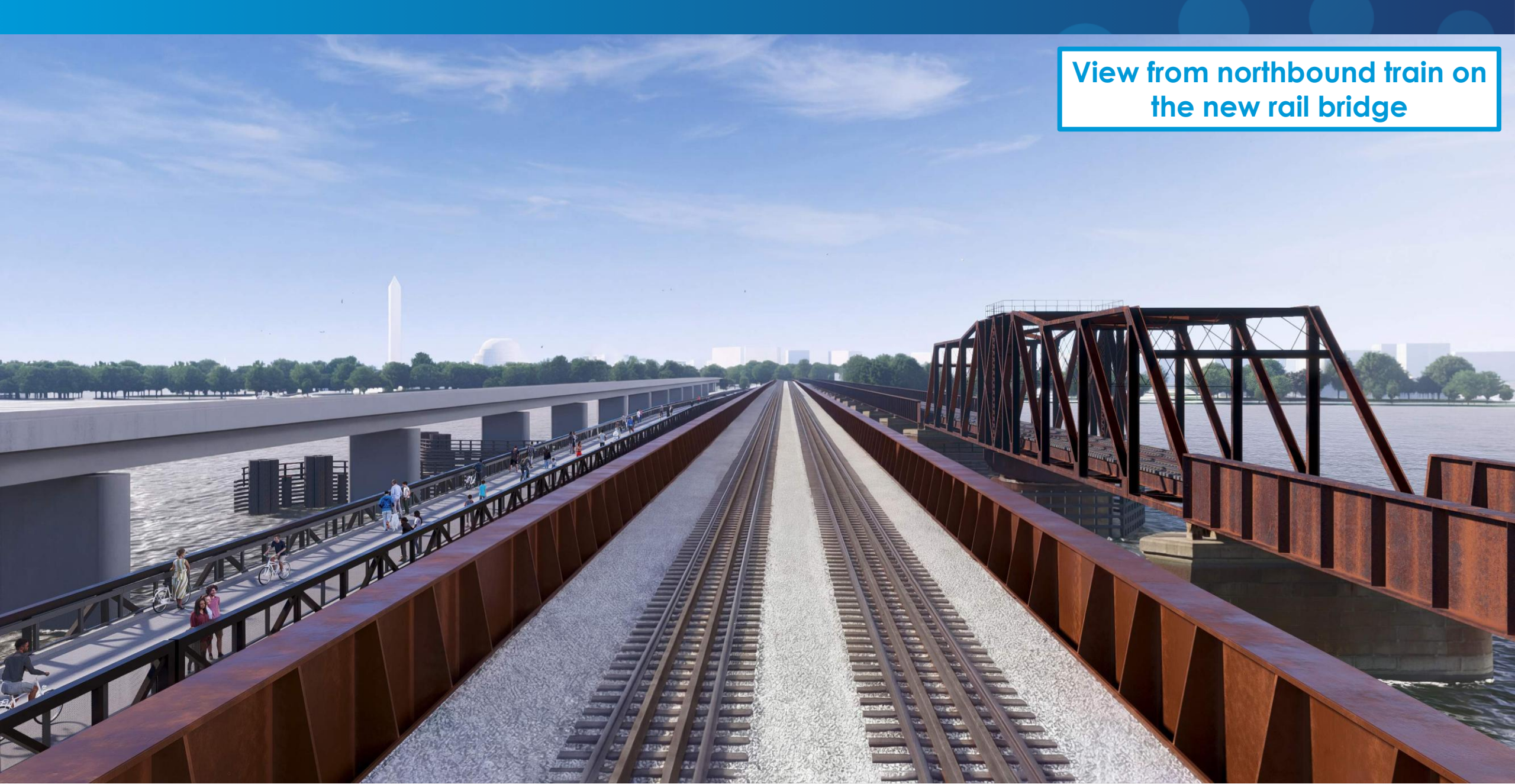


Rendering of view from bike-ped bridge looking towards DC

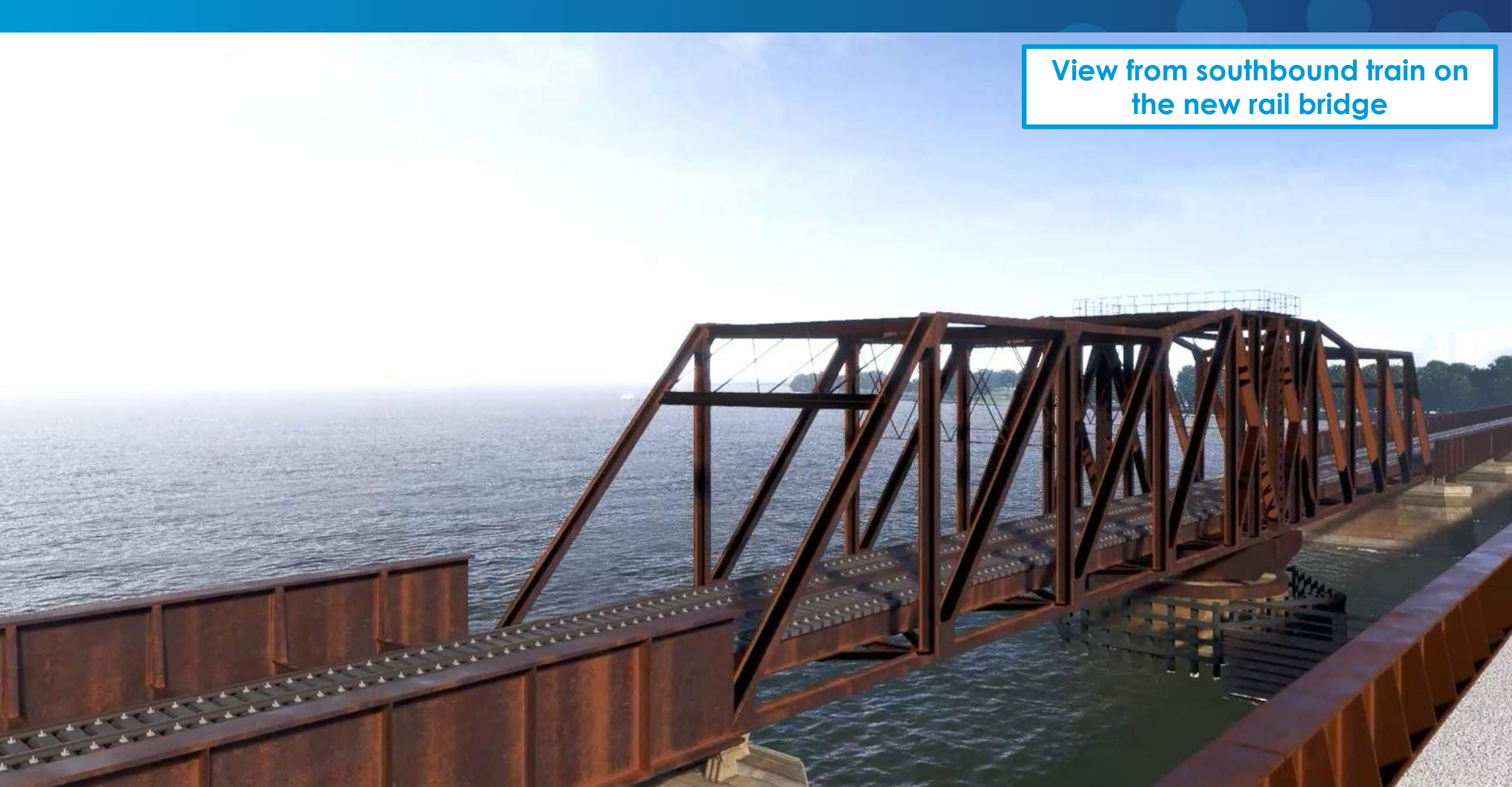
Rendering from bike-ped
bridge with train and truss



View from northbound train on the new rail bridge



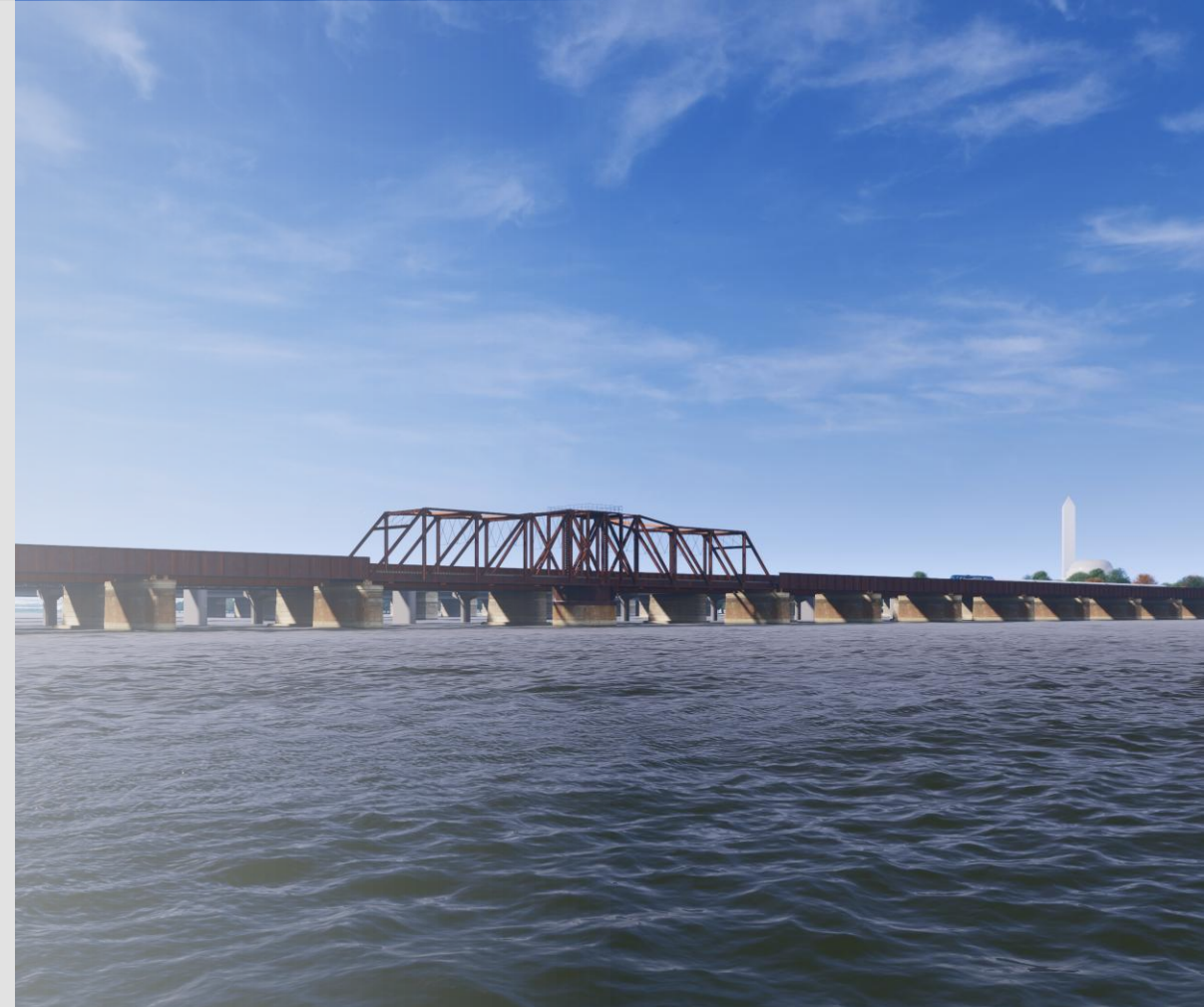
View from southbound train on
the new rail bridge



Response to Comment #1: Girder Design

VPRA studied options for a more open structure and recommends retaining the through plate girder design

- **Rail bridge safety**
The through plate girder better withstands bridge strikes and derailment events
- **Bike-pedestrian bridge safety**
Through plate girders shield users from train noise, dust, & debris
- **Historic Context**
Maintaining the through plate girder design keeps the visual focus on the historic swing span from the downstream view



Comment #2: Bike-Pedestrian Bridge Piers Design

The appearance of bike-ped bridge piers is too utilitarian

“Recommended that the proposed round cast-concrete piers be less utilitarian in character, suggesting study of a design to be clad in stone or a more elegant shape for the cast concrete.”



Baseline
Cylindrical Column



Option 1
Faceted Column



Option 2
Faceted Column with
Recesses



Option 3
Cylindrical Column with
Ribs



**Option 4
Faceted Column with
Wide Ribs**



Response to Comment #2: Bike-Ped Bridge Piers

VPRA evaluated multiple alternatives and recommends Option 1, the Faceted Column:

1. Octagonal profile mediates between the geometry of the angular rail bridge and the rounded character of the Yellow Line Bridge
2. Visually clean and simple; echoes the faceted pier base
3. Facets add visual interest, depth, and light reflection

