VIRGINIA PASSENGER RAIL AUTHORITY

U.S. Commission of Fine Arts

60% Design Concept Review
Long Bridge South Project

June 2025

Project Agency and Team

Project Name

Long Bridge South

Project Location

Arlington County, VA & Washington, DC

Agency Contacts

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Project Team

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I. Introduction

Introduction

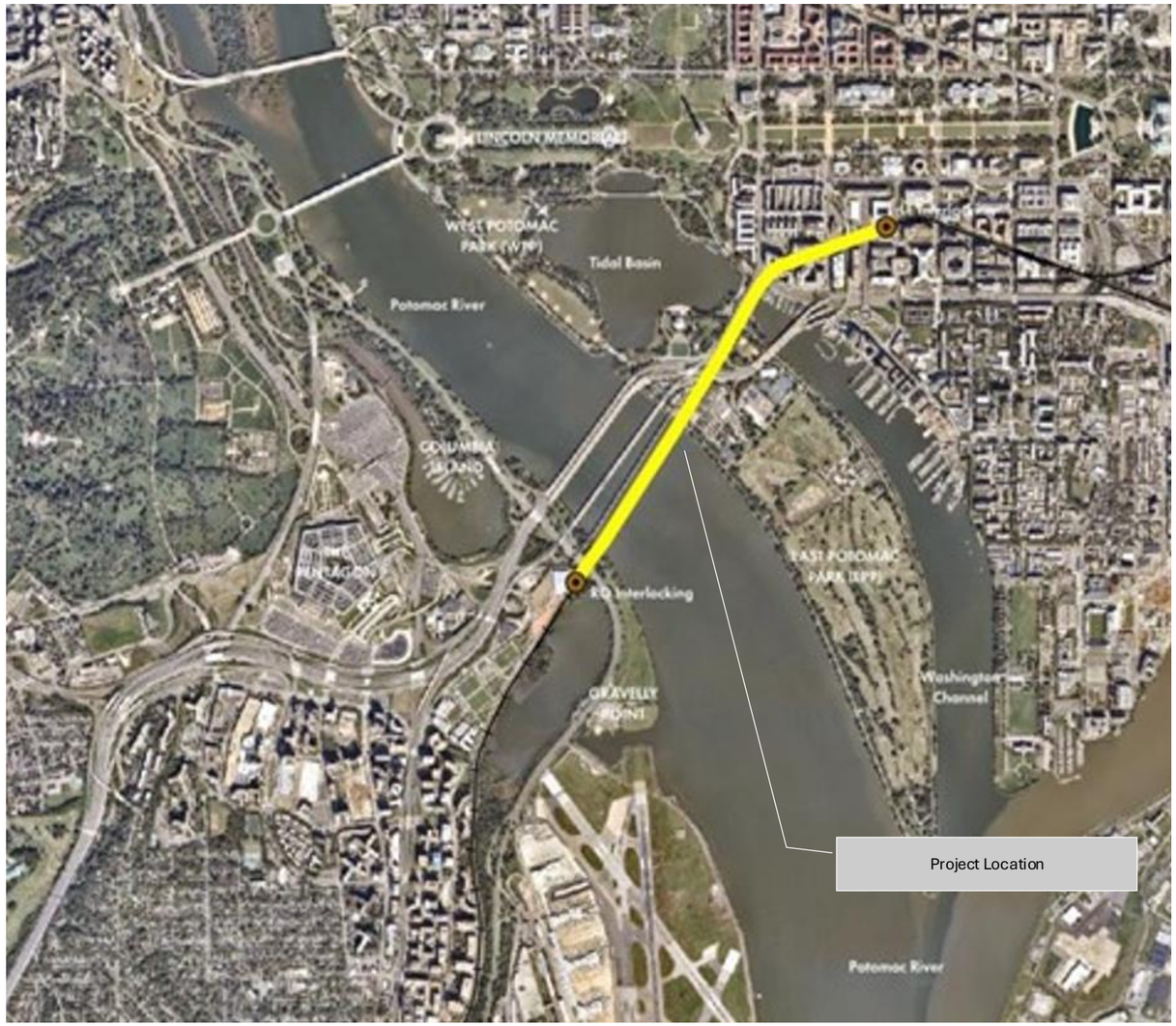
Project Description

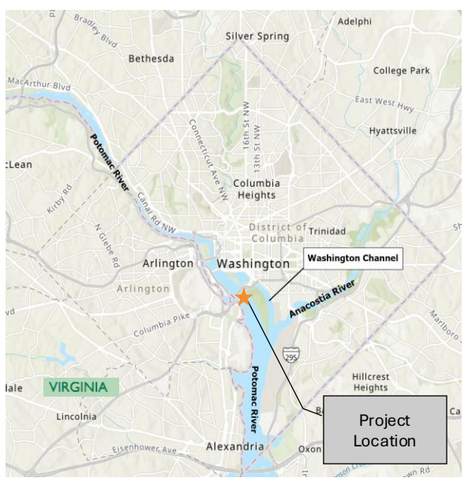
The Long Bridge is a CSXT-owned, two-track, 117-year-old bridge that spans the Potomac River in Washington, D.C. The Long Bridge Project will double the capacity and create a four-track corridor in this location.

The Long Bridge Project will construct a new, two-track railroad bridge across the Potomac River next to the existing Long Bridge, creating a four-track corridor. A new bicycle-pedestrian bridge will be constructed adjacent to the new railroad bridge as part of the mitigation of impacts to National Park Service (NPS) parkland. The bicycle-pedestrian bridge will span the Potomac River and George Washington Memorial Parkway, connecting Long Bridge Park in Arlington, VA directly to East and West Potomac Parks.

In total, the Long Bridge Project will construct approximately 1.8 miles of improvements including rail bridges, pedestrian bridges over land and the Potomac River and related railroad infrastructure located between Arlington, VA, and Washington, DC.

Freight and passenger rail operators within the project corridor include Amtrak, Virginia Railway Express (VRE), and CSXT. Annually, up to 1.3 million Amtrak passengers and 4.5 million VRE commuters traverse the Long Bridge, which operates at 98% capacity during peak hours. The project's purpose is to create greater railroad capacity between Virginia and the District of Columbia while alleviating the rail congestion caused by the existing two-track Long Bridge.





Project Scope and Schedule

Site Acquisition

The Long Bridge Act of 2020 authorized the National Park Service (NPS) to convey to Virginia or the District of Columbia (the District) approximately 4.4 acres of NPS land for the construction of rail and other infrastructure relating to the Project. In 2019, VPRA struck an agreement to purchase railroad right-of-way and tracks owned by CSX Transportation (CSXT) for the Long Bridge Project (Project). Additional property acquisitions are underway.

Project Schedule

The overall Project schedule is shown below. The Project is currently in the Final Design phase following the issuance of the National Environmental Policy Act (NEPA) Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in August 2020 and selection of Design Build contractors for the North and South contract packages. The North Package reached the 60% design milestone in 2024; final design is underway. The South Package is currently working toward 60% design.

Project Cost and Funding Status

The current total Project cost is $2.3 billion. Current funding partners for the Project include VPRA, FRA, Amtrak, CSXT, and VRE. The Project received a Federal/State Partnership grant from the FRA and a RAISE grant for the bike/pedestrian bridge. The Project is fully funded.

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

VPRA Led

2021-2023
Preliminary Engineering

- Design 30%
- Determine Project Delivery Method
- Begin Environmental Mitigation & Permitting
- Agreements with Partner Organizations

2023-2030
Final Design & Construction

- Design 60%
- Land Acquisition
- Permitting
- Construction

Introduction

Project Phases

Project Map – Project Phases

The Project corridor is separated into four phases reflecting the varying site conditions and context that transitions from parkland to an urban context, see figure above and table to the right.

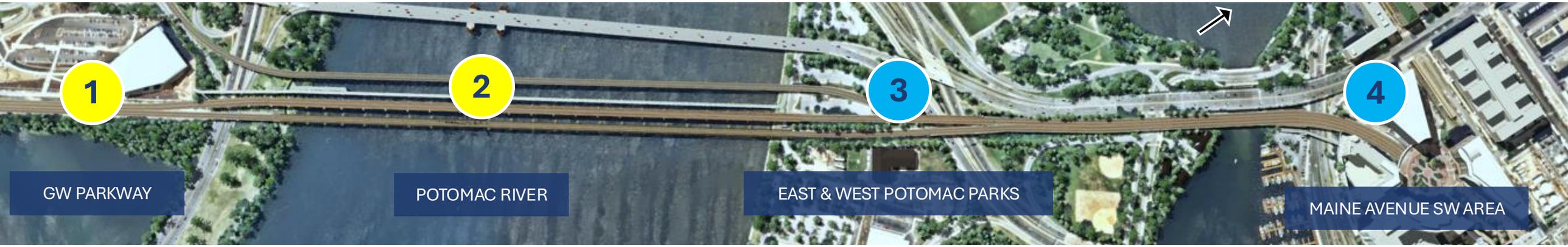
Yellow: Long Bridge South - Included in this submission (1 & 2)

Blue: Long Bridge North - Included in other submissions (3 & 4)

Phase		Structures
1	**George Washington Memorial Parkway**	• Potomac River Rail Bridge (extends over the Parkway and Potomac River) • Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and Potomac River to Long Bridge Park)
2	**Potomac River**	• Potomac River Rail Bridge (extends over the Parkway and Potomac River) • Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and Potomac River) • Retaining Walls and Landscape Design
3	**East & West Potomac Parks**	• Potomac River Bicycle-Pedestrian Bridge Landing • WMATA/I-395 Bridge • Ohio Drive SW (East) Bridge • Washington Channel Rail Bridge • Retaining Walls and Landscape Design
4	**Maine Avenue SW Area**	• Maine Avenue SW Rail Bridge • Retaining Walls • Maine Avenue SW Pedestrian Bridge

Corridor Phases Table

Project Context | Design Parameters from FEIS/ROD



GW MEMORIAL PARKWAY	POTOMAC RIVER	EAST & WEST POTOMAC PARKS	MAINE AVENUE SW AREA
Compatible vocabulary with George Washington Memorial Parkway	Consistent, compatible vocabulary with historic railroad bridge	Use of retaining walls to reduce footprint	Use of retaining walls to reduce footprint
Rail Bridge: Steel through-plate girder structure	Rail Bridge: Steel through-plate girder structure	Design walls to be compatible with character of existing resources and appropriate for context of the Monumental Core	Design of walls to be compatible with character of existing resources and appropriate for context of the Monumental Core
Bicycle-Pedestrian Bridge: Pre-fabricated truss spans	Rail Bridge: Piers & retaining walls similar in size and form to historic piers and walls	Design landscaping to mitigate visual impacts to East and West Potomac Parks	
Bicycle-Pedestrian Bridge: Connection to Long Bridge Park, Long Bridge Aquatics & Fitness Center, Mount Vernon Trail	Bicycle-Pedestrian Bridge: Pre-fabricated truss spans		
	Bicycle-Pedestrian Bridge: Single-column concrete piers w/concrete caps		
	Bicycle-Pedestrian Bridge: Opportunity for interpretive displays to communicate Long Bridge corridor history		

Yellow: Long Bridge South - Included in this Submission

Blue: Long Bridge North - Included in alternative submission

Design Schedule | Long Bridge South

60% Design

- Underway
- Project-Level Reviews June & July 2025
- Distribution July & August 2025
- Resolve comments end of 2025

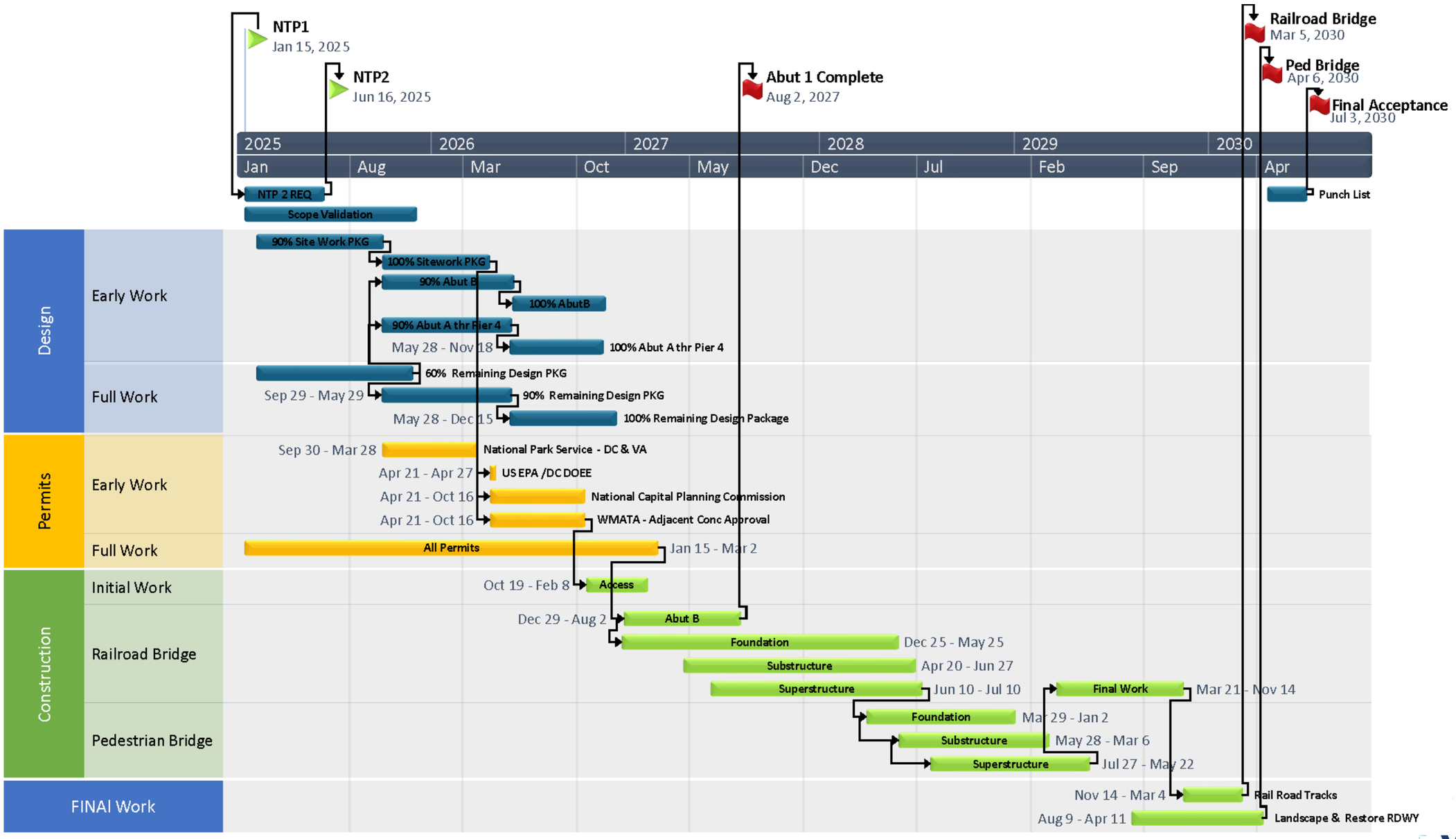
90% Design

- Develop Q2 2025
- Project-Level Reviews January 2026
- Distribution March 2026

100% Design

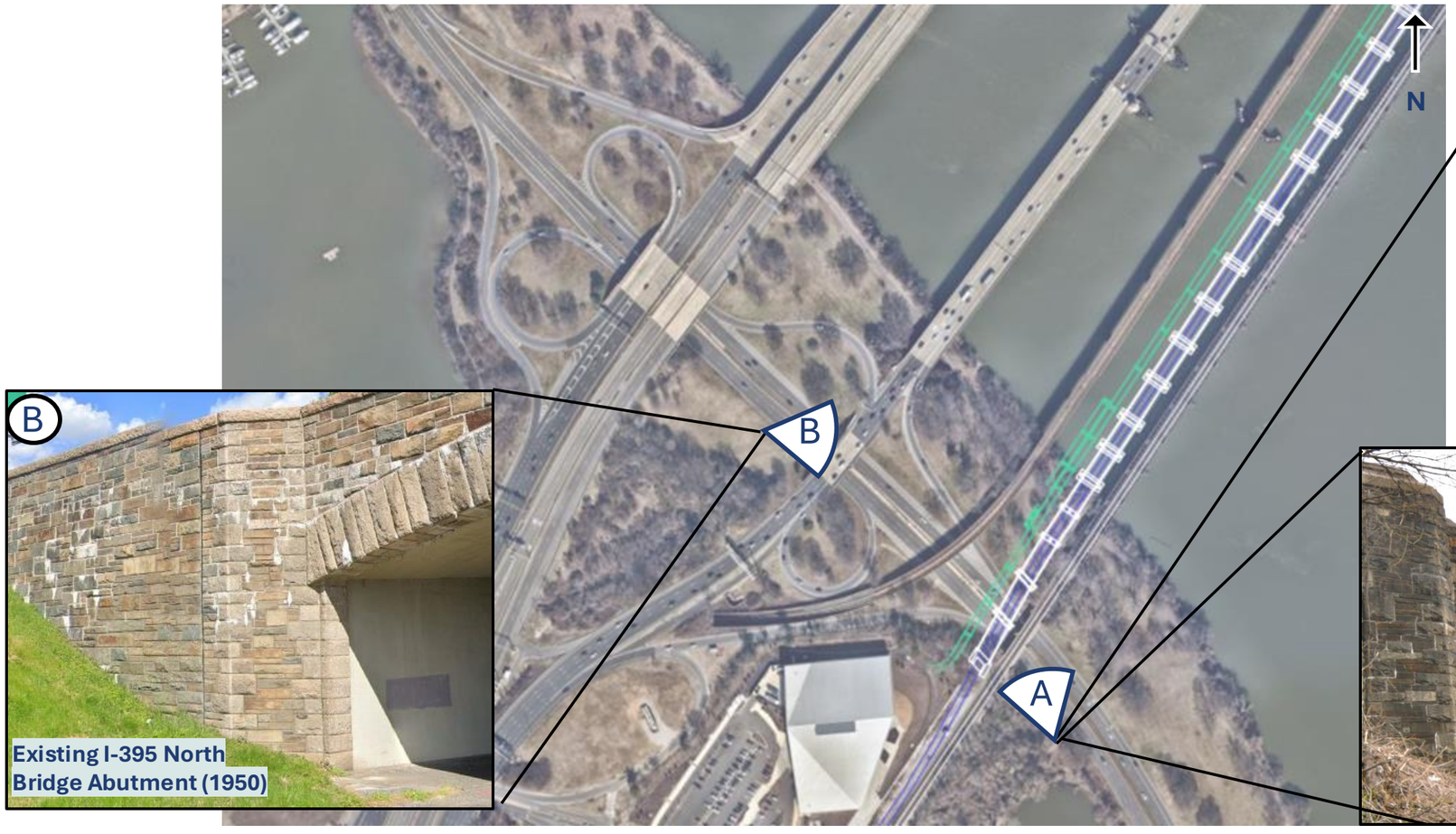
- Develop April 2026
- Project-Level Reviews June 2026
- Distribution September 2026

Project Schedule | Long Bridge South



II. George Washington Memorial Parkway (GWMP) 1

1 George Washington Memorial Parkway | Site Conditions



I-395 South/14th Street SW Bridge &
I-395 North Bridge

The I-395 South/14th Street SW Bridge and I-395 North Bridge over the GW Parkway roadway is a concrete variable depth slab bridge with a stone cladding. The stone cladding consists of both course pointed and fine pointed stones with both the seam and spit faces presented.

The bridge also features “arching” stone accents along the exterior faces and “column” accent stones on the interior faces.

Charles R. Fenwick Bridge
(WMATA Yellow Line) – 1983 (not pictured)

The Charles R. Fenwick Bridge (WMATA Yellow Line) was constructed in 1983. The superstructure is made up of steel tub girders and the substructure over the parkway are plain concrete piers with no form liners or stone cladding.

The existing WMATA bridge substructure is composed of concrete with a smooth finish.

A **Existing Rail Bridge over GWMP (1904)**

GWMP Rail Bridge - 1904

The existing GW Memorial Parkway Rail Bridge consists of a two-span through girder structure supported on masonry and concrete substructures with timber pile foundations. The bridge superstructure is made up of arched-steel through girders and the abutments and piers are concrete core with a stone cladding on all exposed faces.

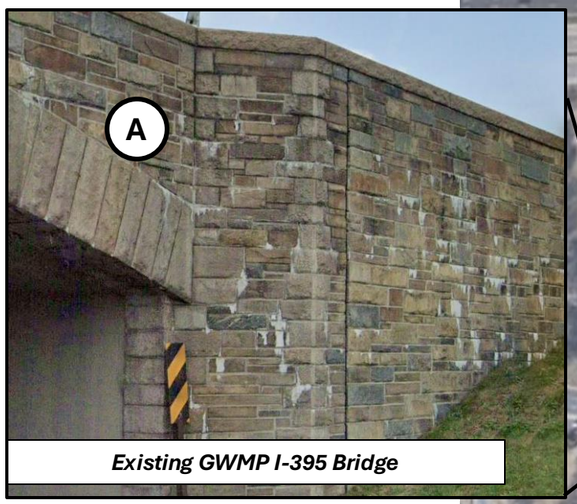
The existing rail bridge substructure is composed of a concrete core with a stone cladding on all exposed faces. The stone cladding consists of both course pointed and fine pointed stones with both the seam and spit faces presented. The stone was quarried from Port Deposit, Maryland.

1 George Washington Memorial Parkway | Rail Bridge

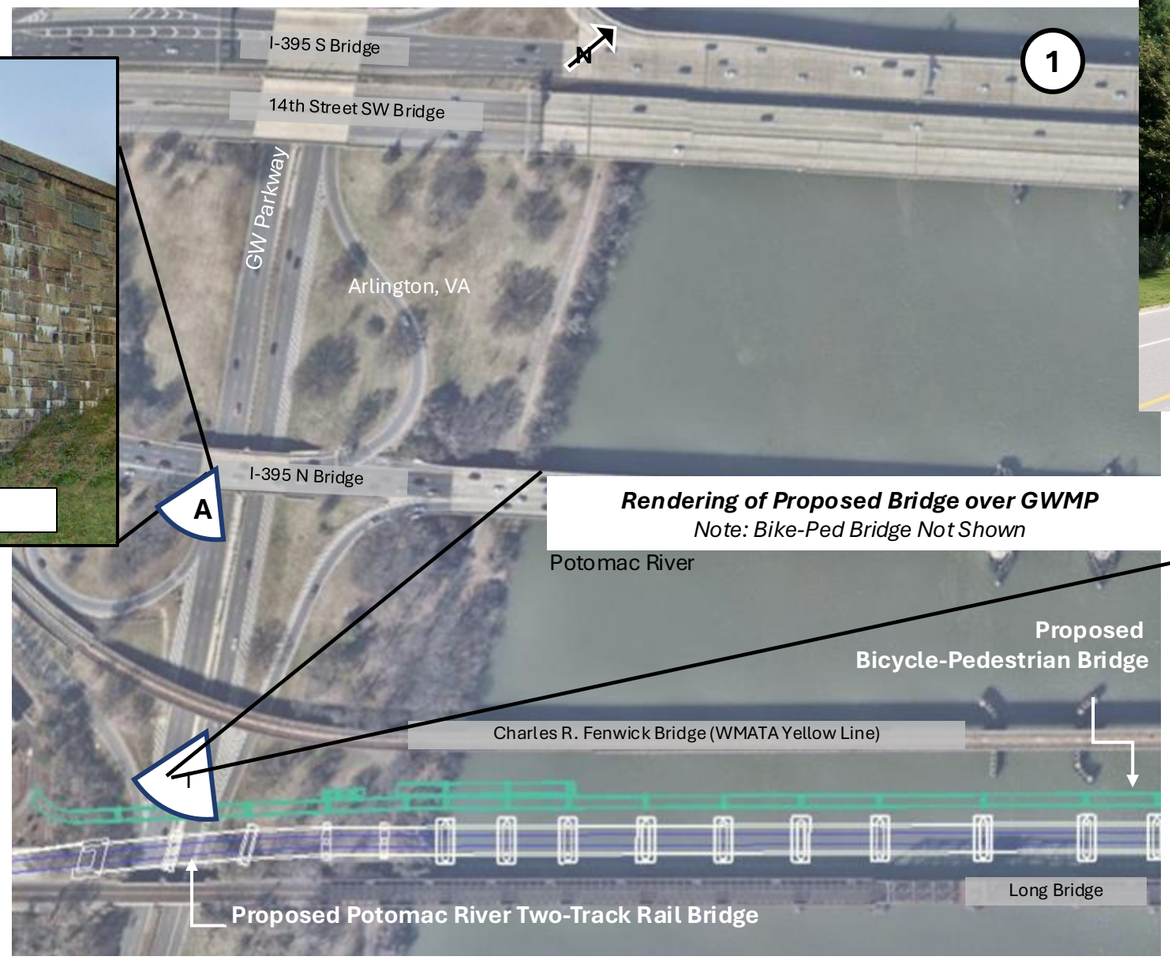
Proposed Stonework

The **Potomac River Bridge** and **Wall A** will approximate the historic character and aesthetics of **existing bridges along GWMP**.

- **Pattern** - Broken Ashlar
- **Finish** - Fine Pointed Stones with Course Pointed Accents
- **Color** - Light Tan/Gold/Brown/Blues with Occasional Darker Stones



Existing GWMP I-395 Bridge



Rendering of Proposed Bridge over GWMP
Note: Bike-Ped Bridge Not Shown

Proposed Stonework – Broken Ashlar

Specific stone patterning and details, including color, will be subject to shop drawing review and approvals as the design evolves

1 George Washington Memorial Parkway | Rail Bridge

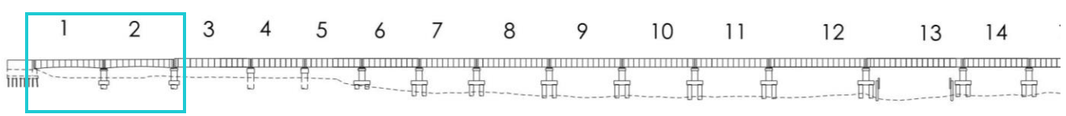
Proposed GWMP Crossing

Design approximates the historic character of the existing Bridge crossings at the GW Parkway through an arched weathered steel span, stone-clad retaining walls and piers.

Potomac River Rail Bridge		
1	**Number of Spans**	Two equal length 100-foot-long spans over the GWMP roadway. The Bridge continues for 25 more spans over the MVT, Potomac River, and Ohio Drive SW (West).
2	**Superstructure**	Weathering Steel Arched Through Girders
3	**Substructure**	Abutment A – Cantilever Abutment with Stone cladding Pier 1 and 2 – Wall Piers with Stone cladding

Bicycle-Pedestrian Bridge as proposed in front of Rail Bridge at George Washington Memorial Parkway

Bicycle-Pedestrian Bridge not shown for clarity of the Rail Bridge

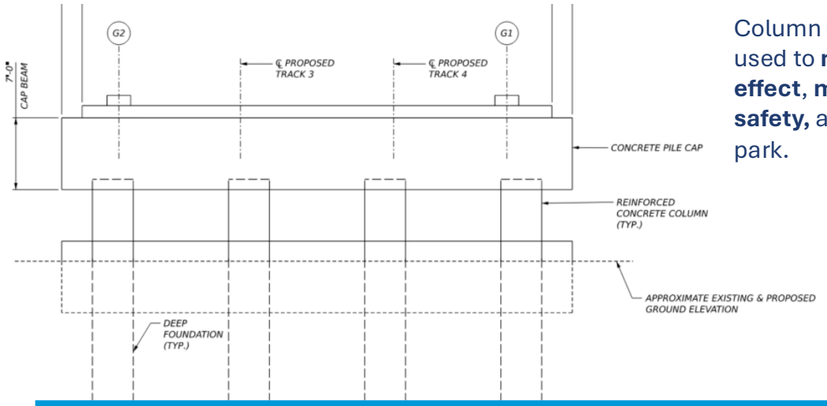


Key Elevation to Potomac River Rail Bridge

1 George Washington Memorial Parkway | Rail Bridge

Proposed: GWMP to Potomac River

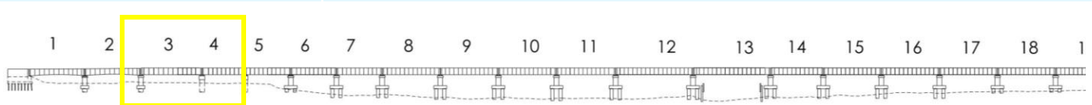
- **Type:** Column piers, instead of solid wall piers are intended to **maximize visibility, safety, and security through the park**. Typical wall piers would greatly reduce the overall park visibility and create a tunnel effect that would hinder the open, natural feel of the area. Additionally, the column piers create a natural transition point between the GW Parkway and the Long Bridge historical character.
- **Aesthetics:** Plain concrete column piers and pier caps.



Column Piers within GWMP used to **reduce tunneling effect**, **maximizes visibility, safety,** and **security** through the park.

Proposed Rail Bridge Structure at Mount Vernon Trail
Note: Bicycle-Pedestrian Bridge not shown for visual clarity

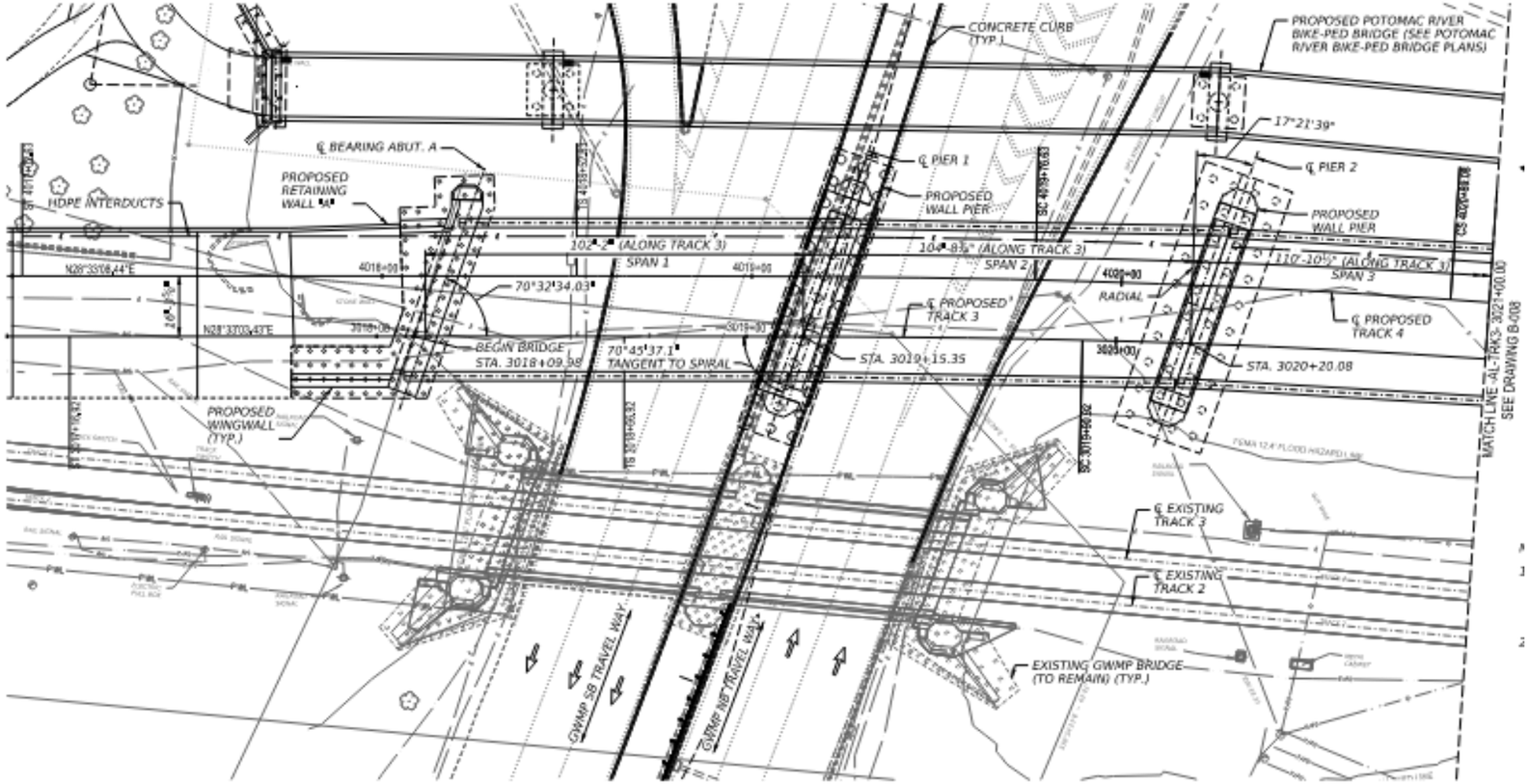
Potomac River Rail Bridge		
1	**Number of Spans**	One approximately 75-foot span over MVT. The Bridge continues for 24 more spans over the Potomac River and Ohio Drive SW (West) to the North and for two spans over GW Parkway to the South.
2	**Superstructure**	Weathering Steel Through Girders
3	**Substructure**	Pier 3, 4 – Concrete Column Piers



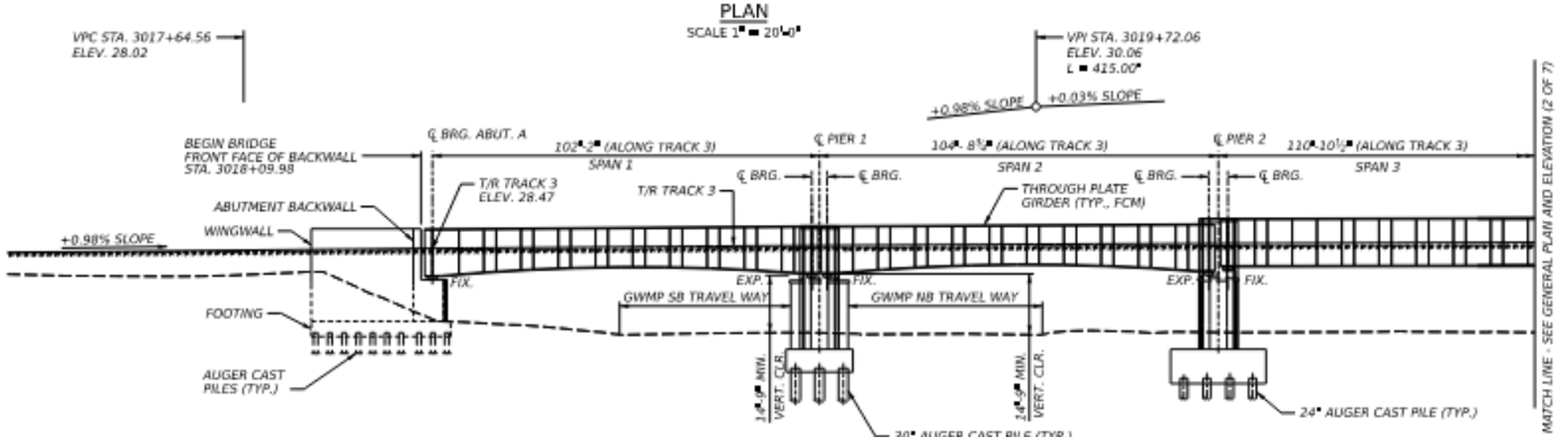
Key Elevation to Potomac River Rail Bridge

Proposed Rail Bridge, Bicycle-Pedestrian Bridge, and Ramps at Mount Vernon Trail.

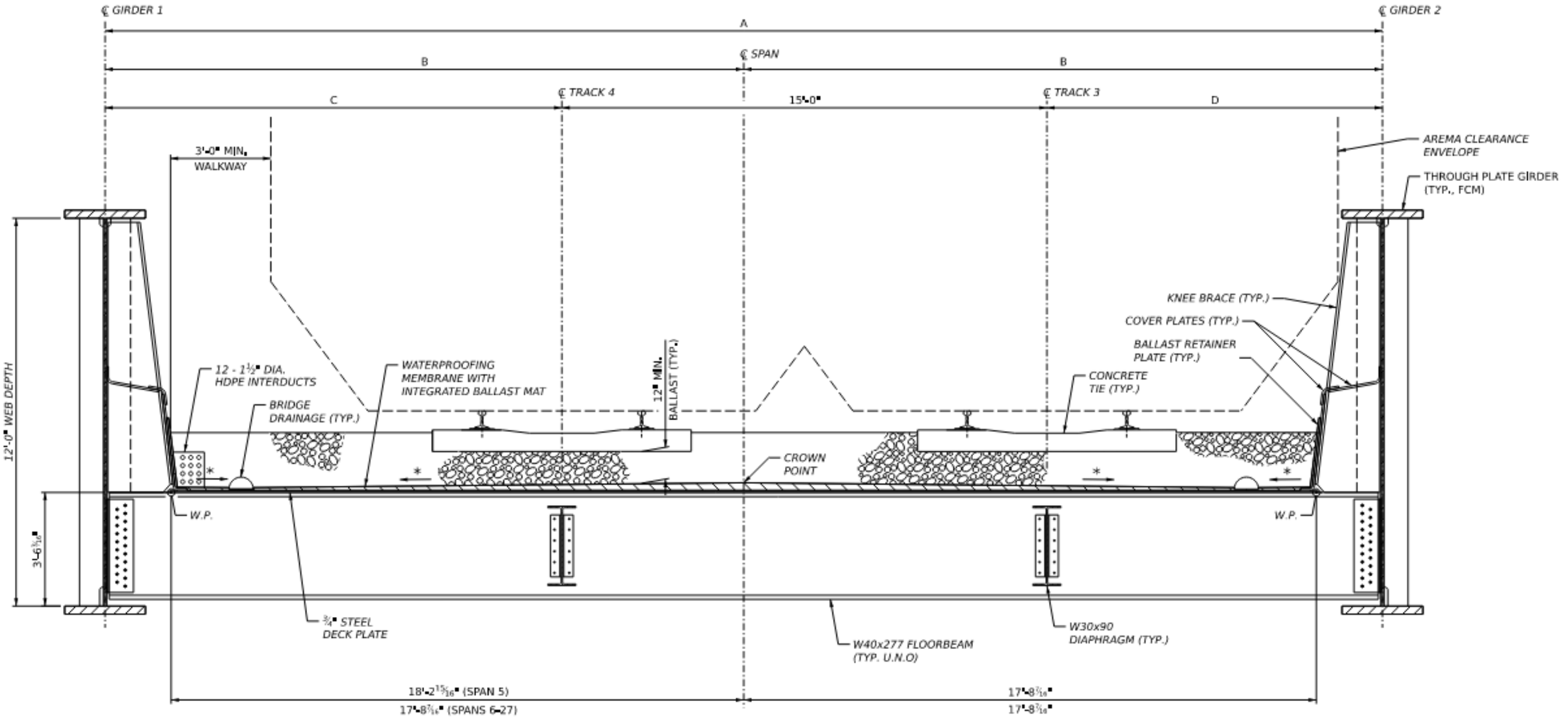
1 George Washington Memorial Parkway | Rail Bridge



PLAN
SCALE 1" = 20'-0"



1 George Washington Memorial Parkway | Rail Bridge

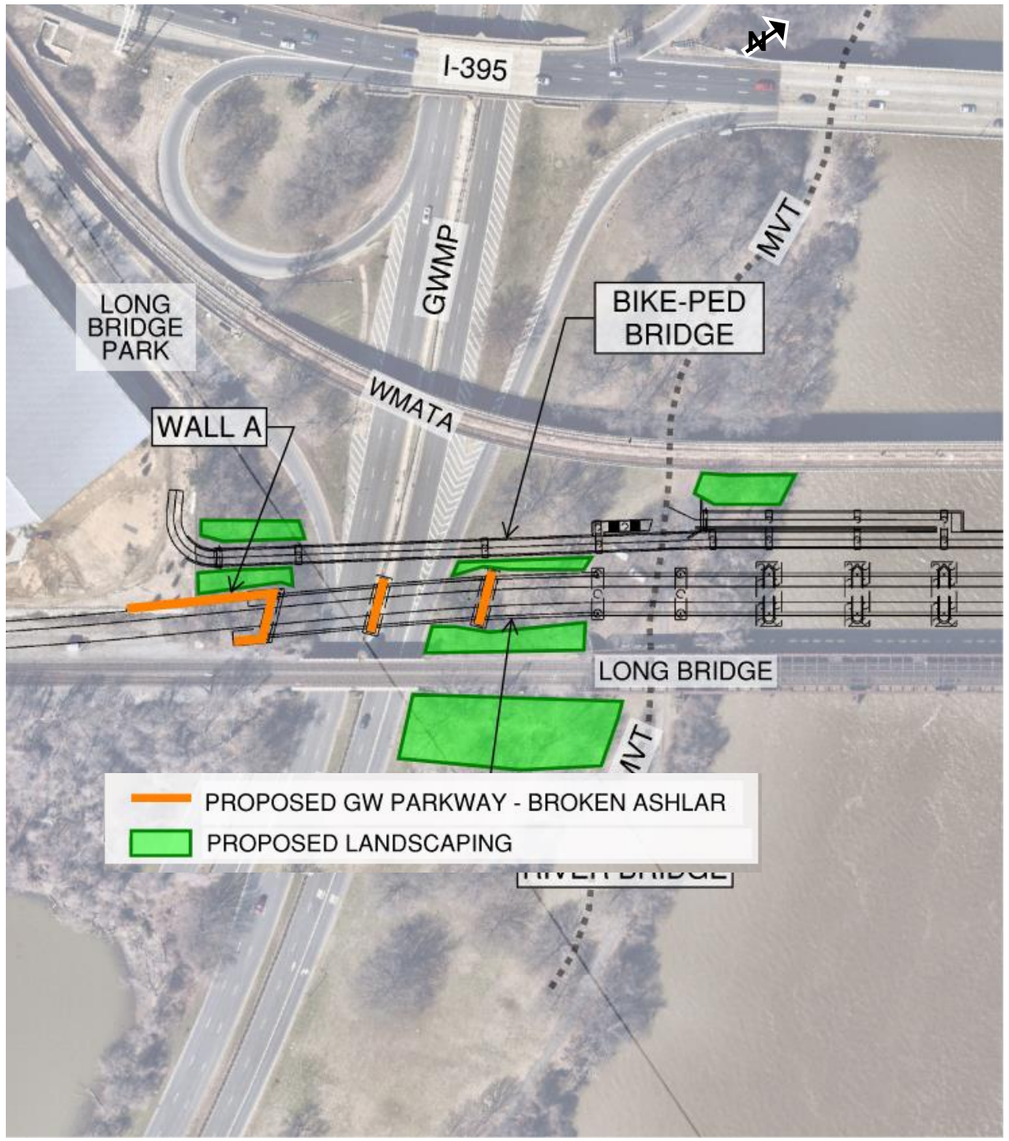


TRANSVERSE SECTION – SPANS 5-27

SCALE ½" = 1'-0"

1 George Washington Memorial Parkway

Proposed: Retaining Wall A and Landscape Screening



Wall A

- **Location:** Wall A will run perpendicular to George Washington Memorial Parkway, behind the Long Bridge Park Aquatics and Fitness Center. The wall will parallel the railroad tracks and will connect to the existing retaining wall at the Park's boundary. The wall will connect to Abutment A of the new rail bridge.
- **Size:** It will be approximately 120 feet long and range from 5 to 22 feet in height.
- **Type:** The wall will consist of a modular block gravity wall system with a stone cladding.
- **Visibility:** Wall A will be screened by landscaping and partially blocked by the proposed Bicycle-Pedestrian bridge connection into Long Bridge Park.

Piers 1-2

- The piers of the Potomac River Bridge will approximate the historic character and aesthetics of the existing bridges along GW Memorial Parkway.
- **Pattern:** Broken Ashlar
- **Finish:** Fine Pointed Stones with Course Pointed Accents
- **Color:** Light Tan/Gold/Brown/Blues with Occasional Darker Stones

Proposed Stonework Broken Ashlar

Specific stone patterning and details, including size and color, will be subject to future shop drawing and sampling review and approvals

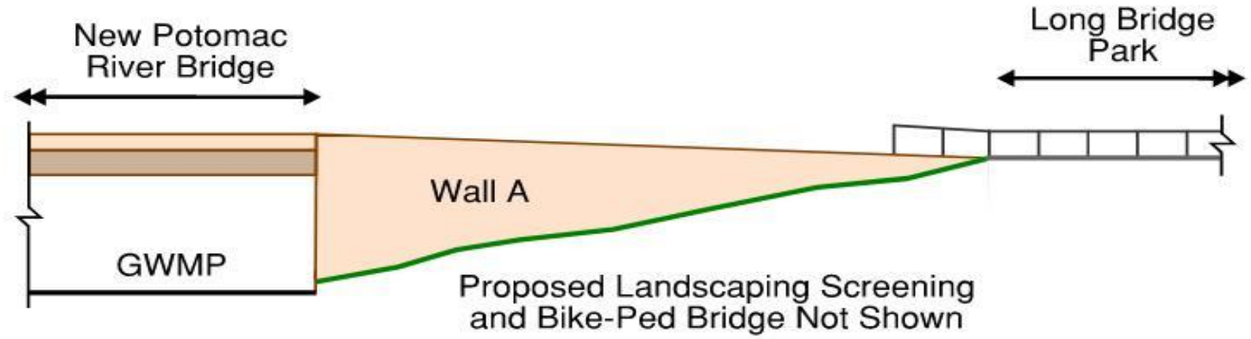
Wall	Design Review Phase	Location
A	Design Unit #10 – Final Sitework	Extending from Abutment A, adjacent to the railroad tracks, behind the Long Bridge Park Aquatics and Fitness Center

1 George Washington Memorial Parkway | Retaining Walls

Proposed: GWMP Rail Bridge Abutment A, Piers 1 & 2, and Retaining Wall A

- Abutment A, Pier 1 and 2, and Wall A will have a light-colored stone cladding to approximate, without replicating, the historic character of the existing George Washington Memorial Parkway bridges.
- The stone cladding will consist of both course pointed and fine pointed stones, set in a broken-ashlar pattern, to resemble the existing GWMP bridges.

Specific stone patterning and details, including size and color, will be subject to future shop drawing and sampling review and approvals



Proposed Stone Cladding – *GW Parkway Rail Bridge Abutments, Piers and Retaining Wall A*

Existing I-395 North Bridge over GW Parkway

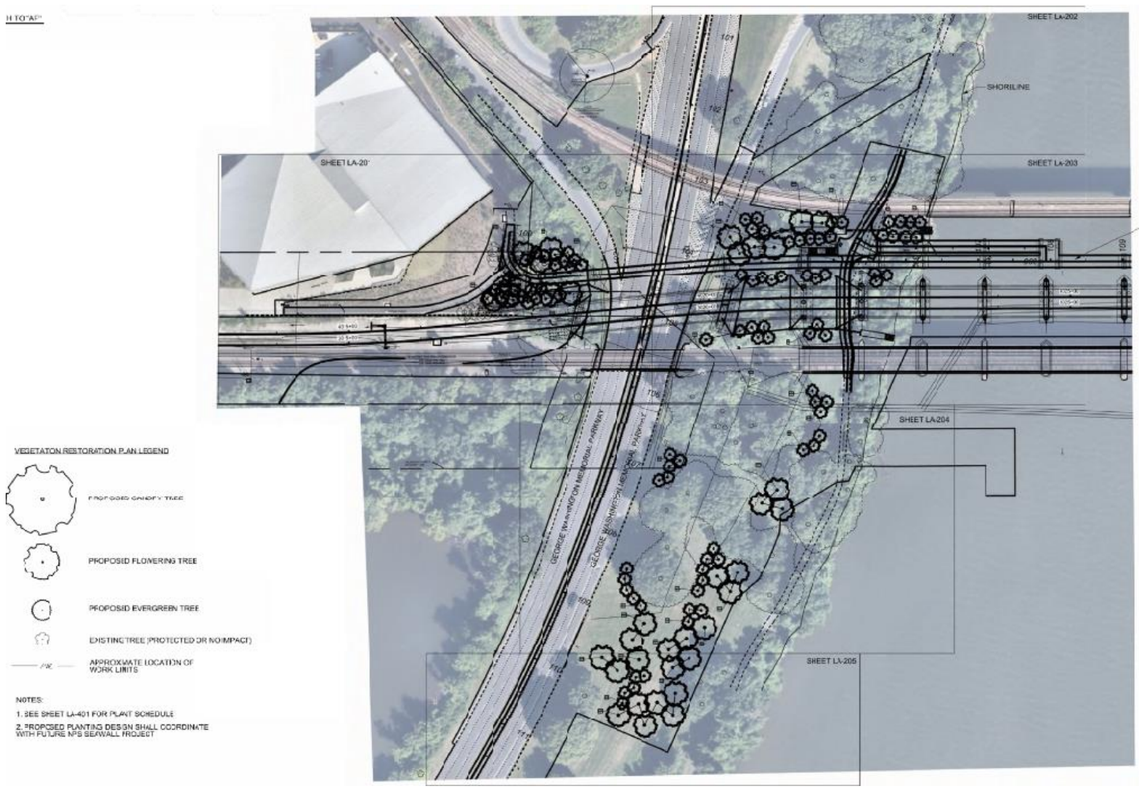
Existing Rail Bridge over GW Parkway

1 George Washington Memorial Parkway | Landscape Design

Proposed: Landscaping Design Intent

The landscaping design intent at GW Parkway is to screen the existing bridges and the proposed bridges with vegetation. The planting approach is:

- References 1932 Historic Planting Plan for species and screening design
- Flowering Trees (dogwoods, redbuds, hawthorns)
- Evergreen Trees to screen new piers and walls (hollies, pines)
- Shade trees planted for mitigation (oaks, elms, maples)



Conceptual Landscape Design Intent at GW Memorial Parkway

1932 Simonson Planting Plan

Quercus macrocarpa
Quercus palustris
Ostrya virginiana
Platanus occidentalis
Ulmus americana

Cornus florida
Carpinus caroliniana
Hamamelis virginiana

III. Potomac River 2

2 Potomac River

Proposed Design Overview and Intent

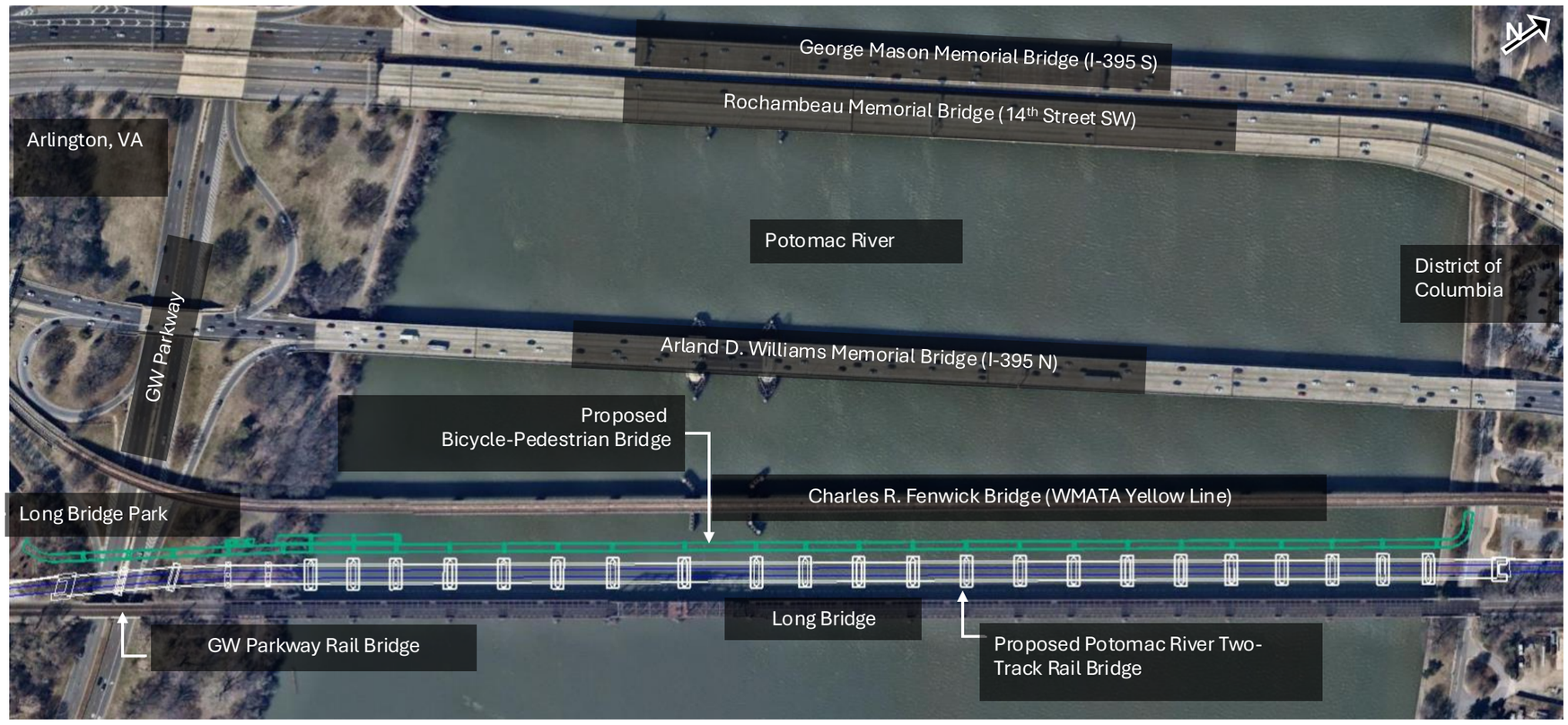
The George Washington Memorial Parkway and Potomac River project phase includes two new bridges between the WMATA Yellow Line Bridge and the historic 1904 Long Bridge. One is a new rail bridge (shown in white) and the other a new bicycle-pedestrian bridge (shown in green). The historic Long Bridge and GWMP Rail bridge will remain in place and continue to provide rail service.

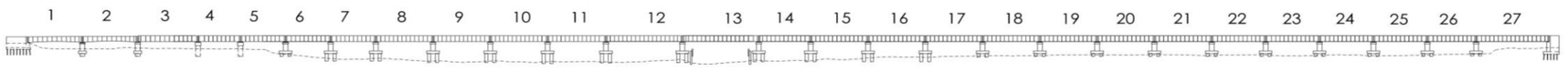
The two new bridges begin at the edge of Long Bridge Park in Arlington, Virginia. They both cross over the GWMP, the Mount Vernon Trail, and the Potomac River. All new bridge piers align to the historic bridge and all other adjacent river bridge pier placements for both aesthetic continuity and functionality.

The design of the new rail bridge nods to the existing historic bridge by approximating, without replicating, the structure, material, and form of the historic bridge including its through-girder spans and the form and spacing of its piers.

The design of the bicycle-pedestrian bridge aims to provide a safe, effective pedestrian and bike crossing with a low profile and simple structure that generally blends with the surrounding bridges.

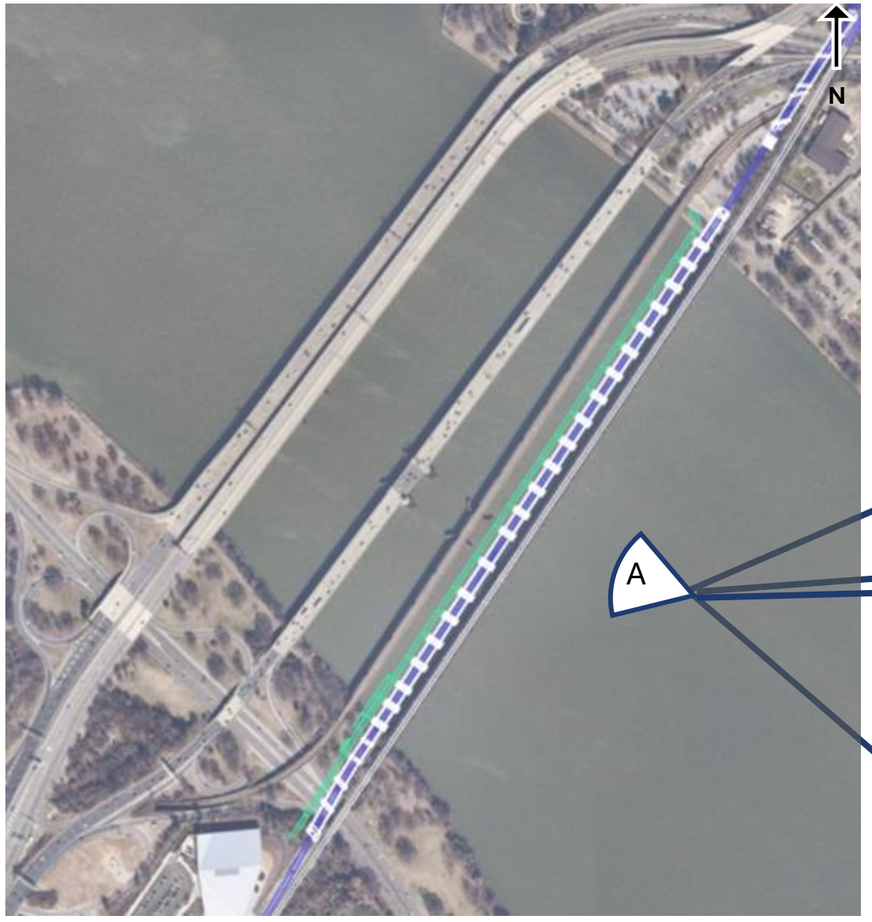
The type, material, and location of pier placement and the structure of the rail and bicycle-pedestrian bridges are commitments of the FEIS/ROD and Section 106 documents. The timeline on page 19 documents the formulation of these design decisions.





Proposed Rail and Bicycle-Pedestrian Bridges over Potomac River

2 Potomac River | Site Conditions



Long Bridge (1904)

Existing Potomac River Pier

Existing Long Bridge – to remain

The existing Long Bridge consists of 22 approach spans and a through truss swing span over the Potomac River. The swing span is no longer operational and has been modified to be a fixed span. The approach spans have open deck through girder superstructures supported on masonry and concrete substructures with timber pile foundations. The swing span consists of a through truss, also with an open deck, supported on a solid concrete pivot pier founded on rock.

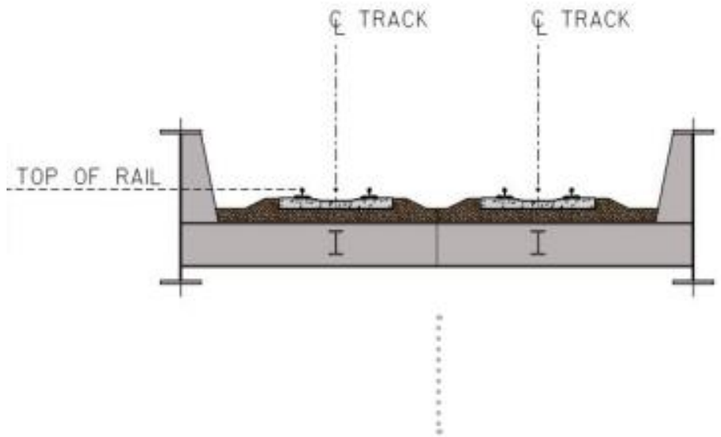
The existing rail bridge substructure is composed of a concrete core with a stone cladding on all exposed faces. The stone cladding consists of both course pointed and fine pointed stones with both the seam and spit faces presented. The stone was quarried from Port Deposit, Maryland.

2 Potomac River | Rail Bridge

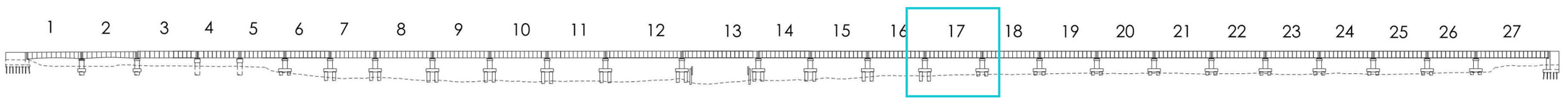
Proposed Design: Overall

The design nods to the existing Long Bridge by approximating, without replicating, the structure, material, and form of Long Bridge including its through girder spans and the form and spacing of its piers. The use of steel through plate girders is a requirement of the PA, developed pursuant to Section 106 process and the FEIS/ROD.

Potomac River Rail Bridge		
1	**Number of Spans**	22 approach spans and one navigational channel span over the Potomac River. The Bridge continues for one more span over Ohio Drive SW (West) to the north and for three spans over GW Parkway to the south. The spans vary from approximately 80 feet to 130 feet.
2	**Superstructure**	Weathering Steel Through Girders with depths of approximately 12 feet
3	**Substructure**	Pier 5 - 26 – Wall Piers



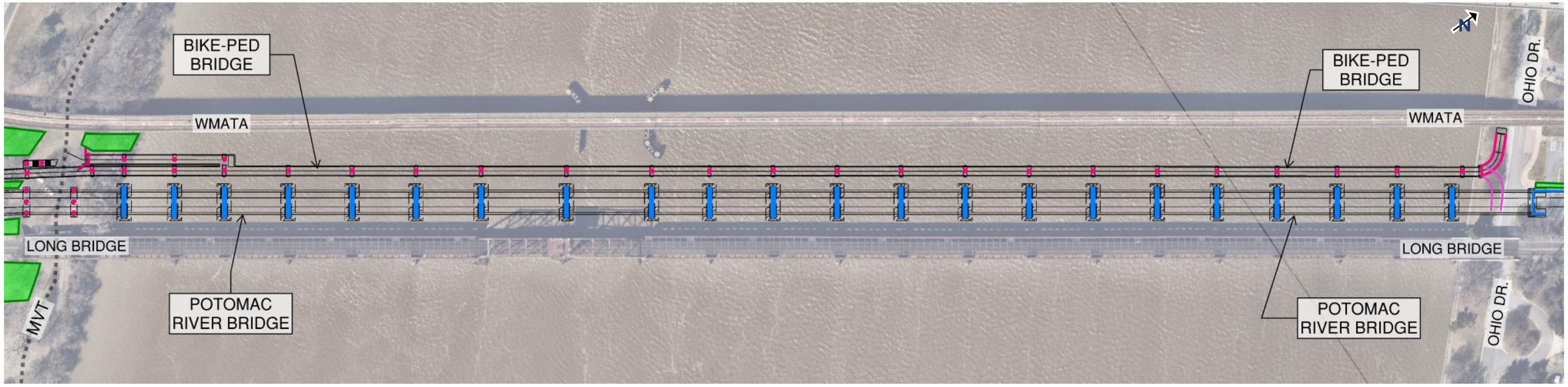
A **steel through girder bridge** is comprised of two lengthwise girders spanned by floorbeams.



Key Elevation to Potomac River Rail Bridge

2 Potomac River | Rail Bridge

Proposed Pier Finish



Potomac River- Proposed pier finish

- **Pattern** - Block-In-Course Ashlar - Large ashlar blocks of the same height but two or three different lengths.
  - 24" Tall Blocks in alternating 78" and 26" lengths
  - Approximates the existing Long Bridge abutments and piers
- **Finish** - Course Pointed - Rough finish
  - Approximates the existing Long Bridge abutments and piers
- **Color** - Consistent Light Gray
  - Approximates the original color of the Long Bridge granite

Proposed Stone Color and Finish

POTOMAC RIVER
- PROPOSE BICYCLE-PEDESTRIAN BRIDGE- SMOOTH CONCRETE
- PROPOSED RAIL BRIDGE - LARGE BLOCK ASHLAR
- PROPOSED LANDSCAPING

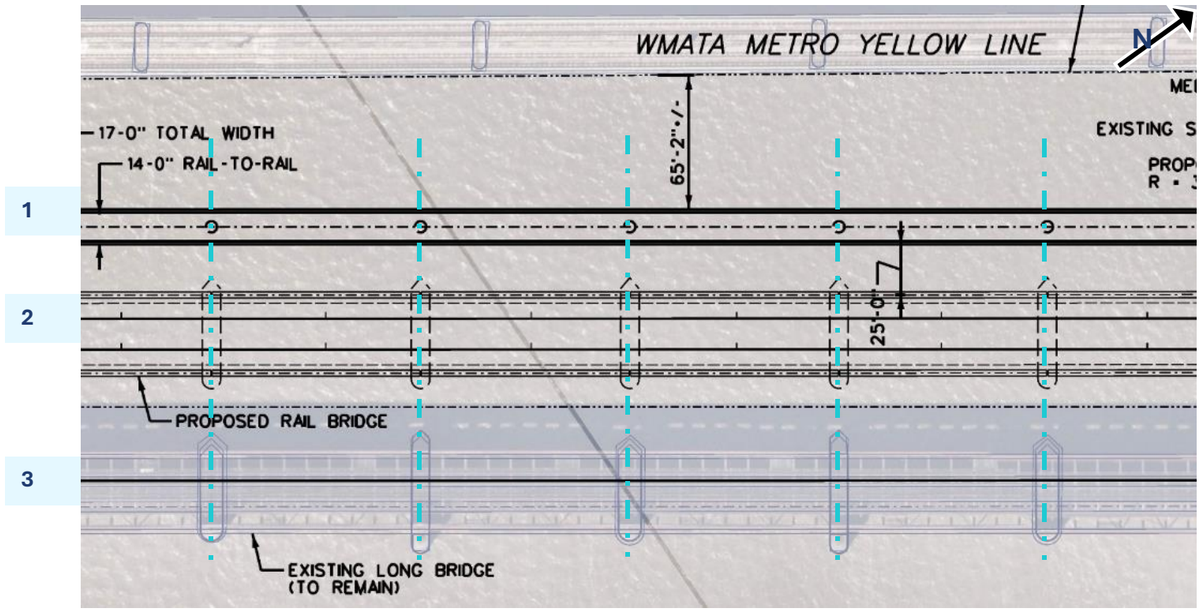
Piers	Design Review Phase	Location
5-26	2 –Potomac River	Adjacent to Proposed Track #4 and Arlington County Long Bridge Park between railroad and new Bicycle-Pedestrian bridge

Specific stone patterning and details, including size and color, will be subject to future shop drawing and sampling review and approvals

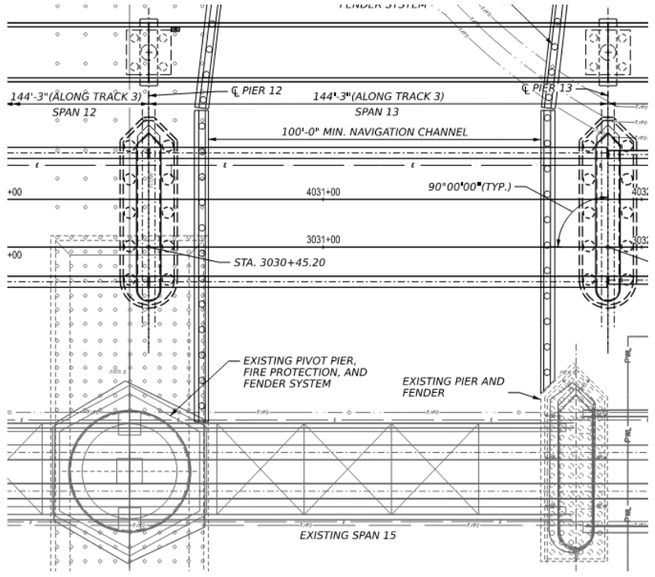
2 Potomac River | Rail Bridge

Proposed: Potomac River Piers

- **Pier Shape:** The existing Long Bridge wall piers within the Potomac River were constructed with an ice breaker nose on the west side (upstream) of the pier and a rounded end on the east side (downstream) to ensure turbulent flow around the structure is kept to a minimum. The proposed piers will closely resemble this configuration.
- **Aesthetics:** The proposed piers in the river will approximate, without replicating, the existing bridge stone masonry by applying a granite stone cladding to the cast-in-place concrete stem wall.
- Note: The existing bridge stone masonry is red due to over-time rust staining from the steel above.
- **Alignment:** Piers within the Potomac River are in alignment with the existing Long Bridge Piers and the Proposed Bicycle-Pedestrian Bridge Piers for all spans, except the Navigational Channel Span (Span 13). The Navigational channel span alignment is shifted slightly to maintain the 100-foot channel alignment and connect the fender systems.

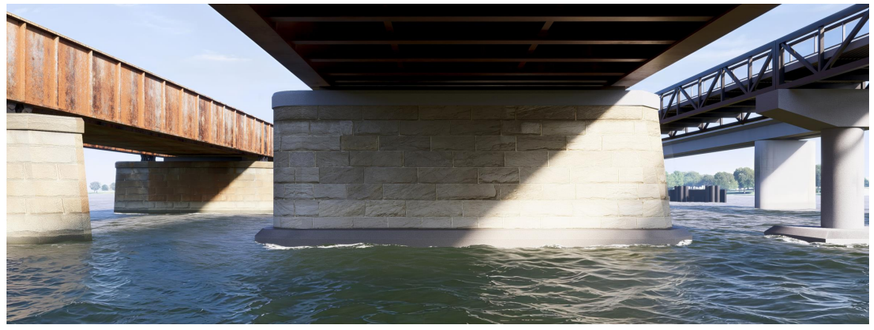


Sample pier plan showing how the new piers on the new bicycle-pedestrian bridge (1), rail bridge (2), and the historic Long Bridge (3) are all aligned in the channel.



Navigational Channel Pier Alignment

Existing Long Bridge Pier Over Potomac River



Proposed Rail Bridge Pier Over Potomac River

2 Potomac River | Rail Bridge

Proposed 60% Concept Design: River Piers

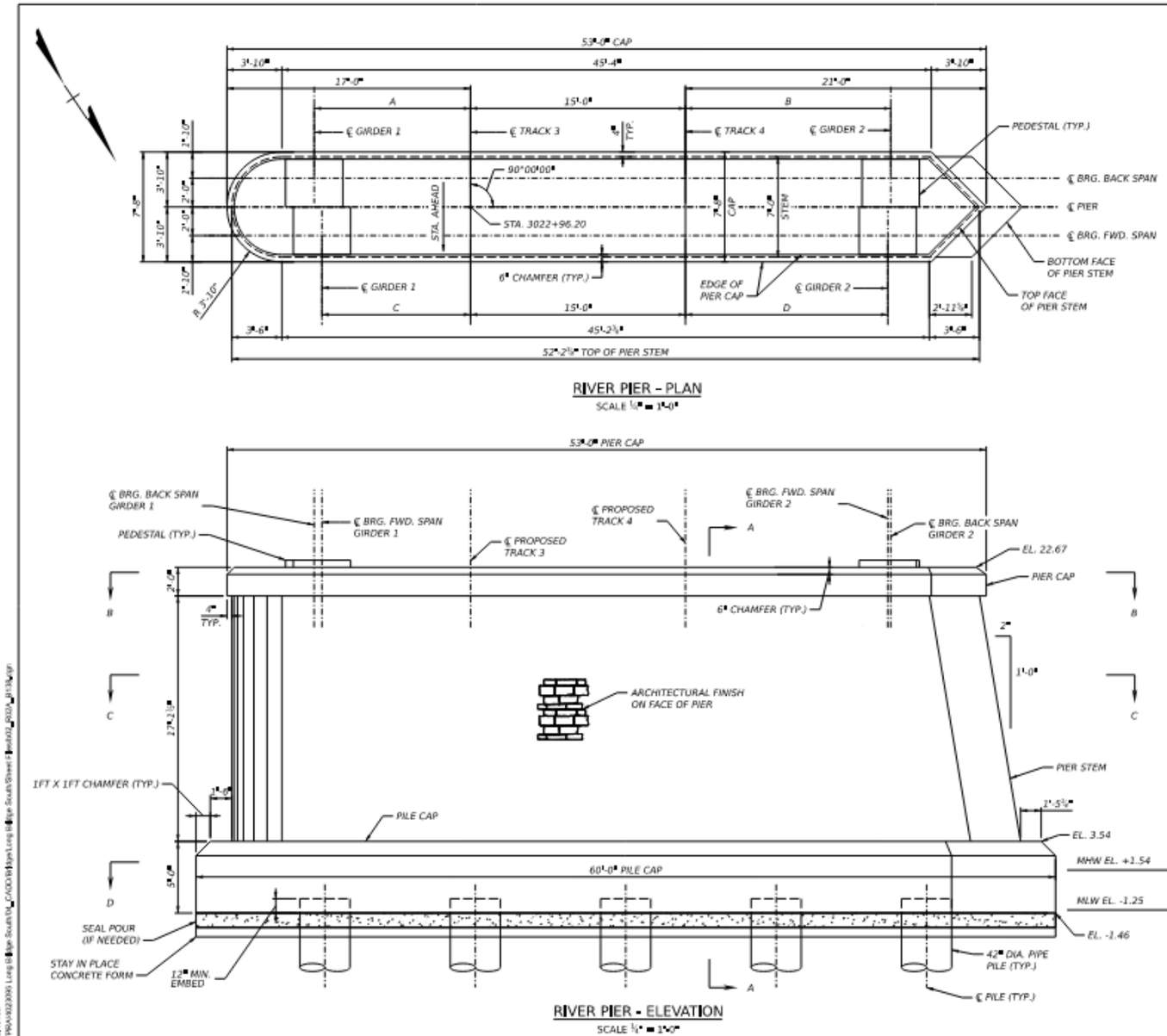
Pier Element	Existing Long Bridge River Pier	Proposed Potomac River Rail Pier
Pedestal	30" Deep Granite Blocks	Varying Height Reinforced Concrete
Pier Cap Coping	10'-8" Wide	7'-8" Wide
Coping Overhang	4"	Matches Existing
Pier Cap Chamfer	6"	Matches Existing
Pier Cap Coping Elevation	Approx. El. 19.5'	Approx. El 20.0'
Stem Geometry	Battered in all directions	Not Battered, Constant Width and Length
Upstream End	Ice Breaker Nose, Tapered	Matches Existing
Downstream End	Rounded End, Battered	Rounded End, Not Battered
Architectural Treatment	Granite Blocks	6" Thick Granite Stone Cladding, Matches Existing Patterning
Pile Cap	Top of Cap is below Mean Low Water	Top of Concrete Cap extends minimum 2' above Mean High Water

2 Potomac River | Rail Bridge

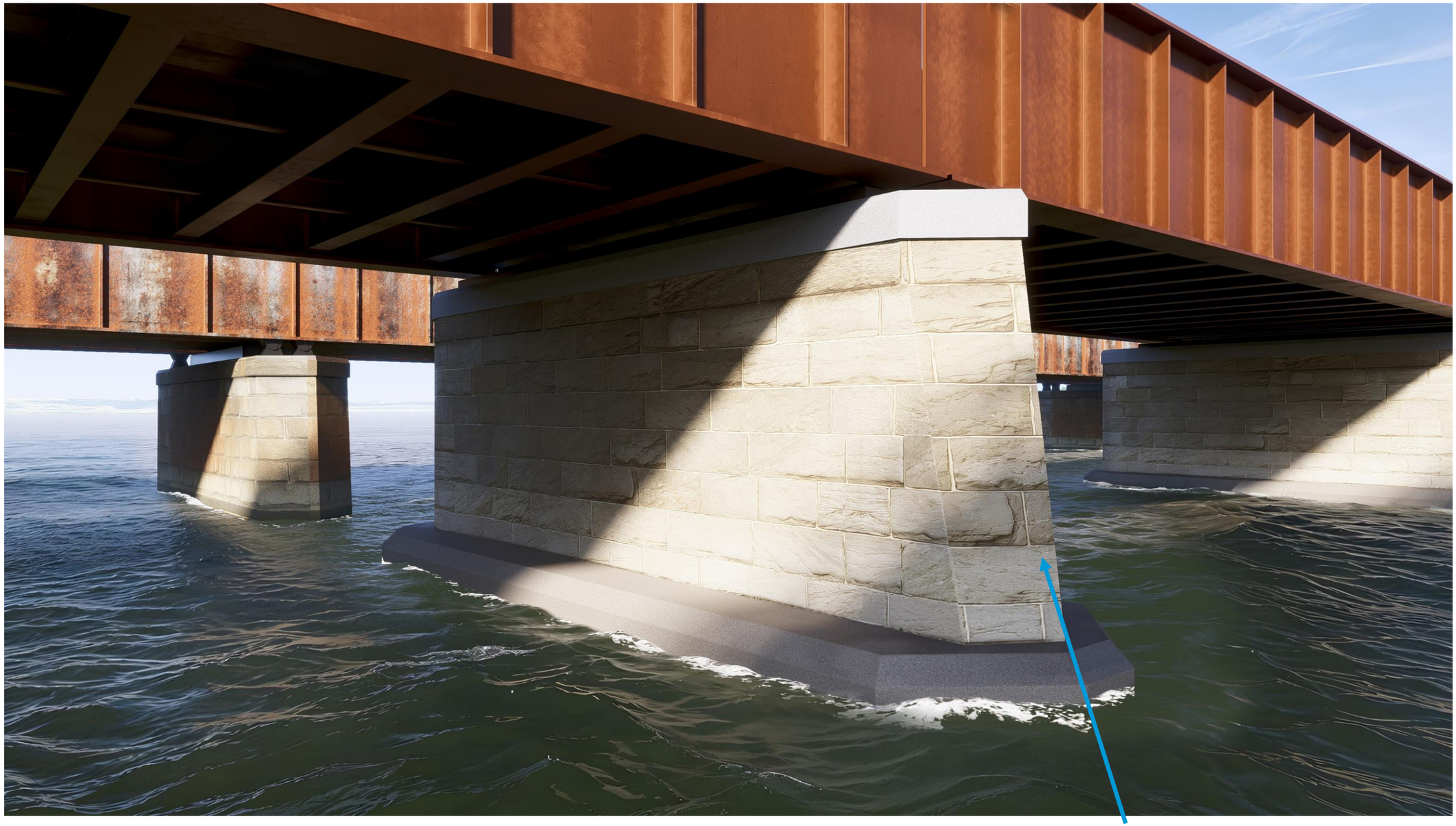
Existing Long Bridge

Proposed Long Bridge

2 Potomac River | Rail Bridge



2 Potomac River | Rail Bridge

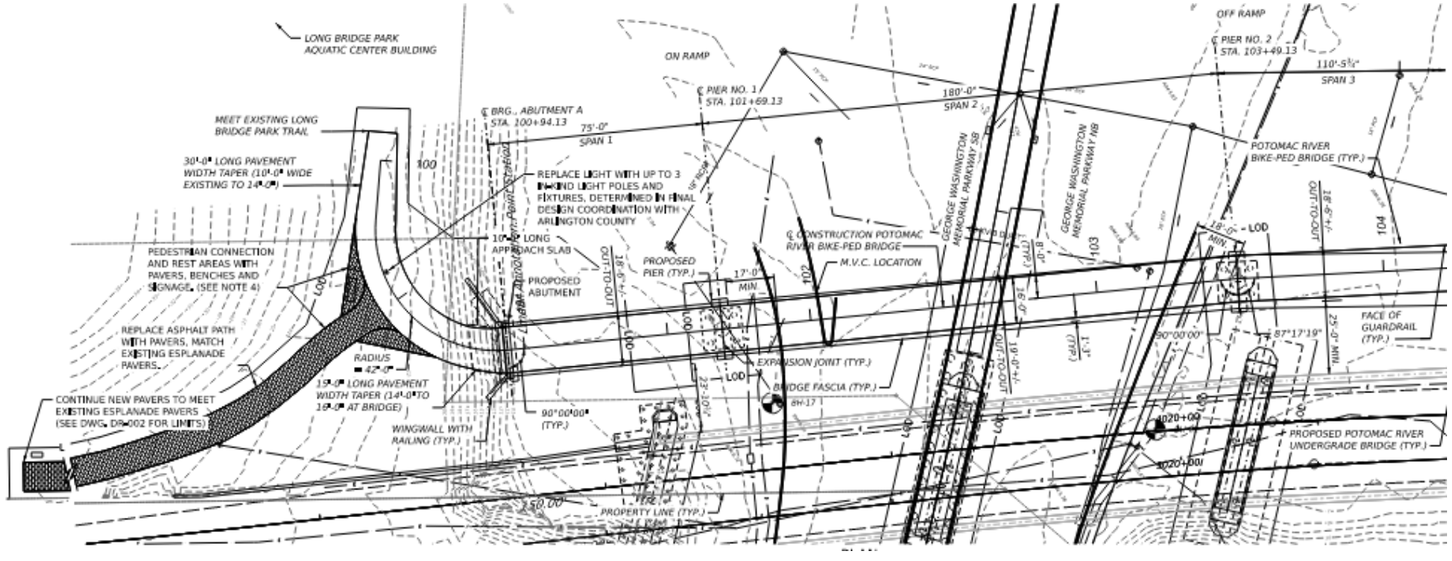


Icebreaker Treatment on Upstream End matches existing bridge piers

2 Potomac River | Bicycle-Pedestrian Bridge

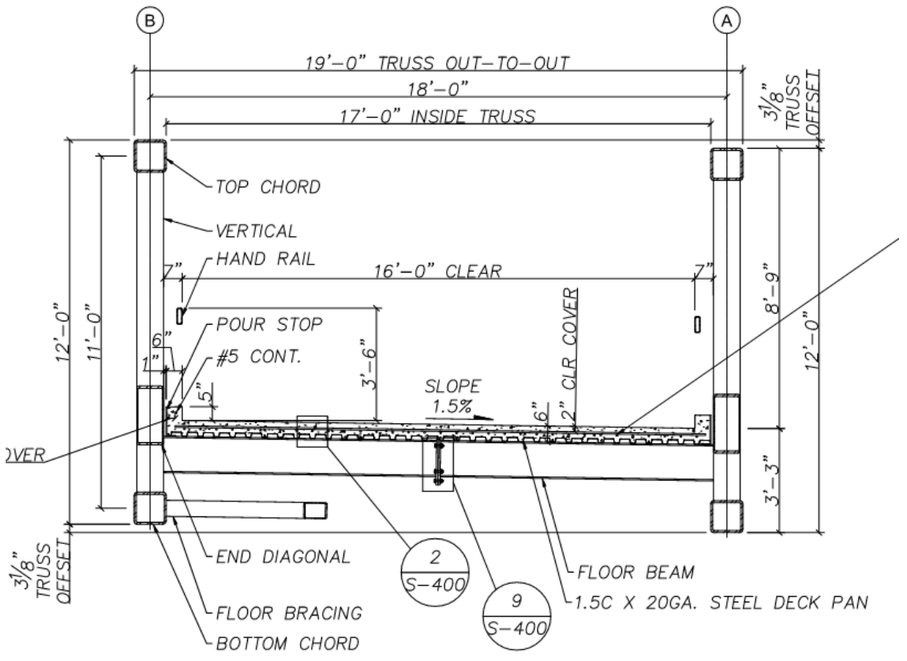
Proposed: GW Parkway Crossing

The GW Parkway crossing employs the same design approach and materials as used in the overall bicycle-pedestrian bridge design. The GW Parkway truss will follow a bowstring-type curve, peaking at the center of the span. This curve is emblematic of the haunches in the girders on the existing and proposed rail bridges spanning over GWMP.



Bicycle-Pedestrian Bridge over GWMP, Plan

Rendering of Bicycle-Pedestrian Bridge over GWMP, looking southeast



Bicycle-Pedestrian Bridge over GWMP Section

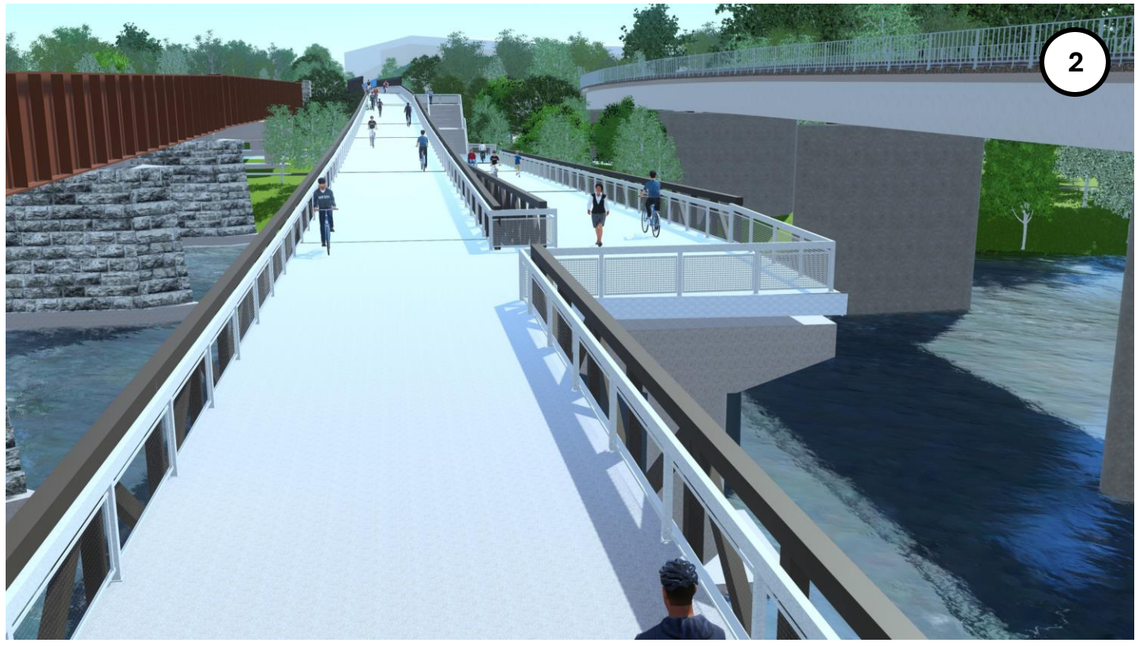
2 Potomac River | Bicycle-Pedestrian Bridge

Proposed Ramp and Stair at Mount Vernon Trail

The proposed bicycle-pedestrian ramp to the Mount Vernon Trail ramp will match the characteristics of the proposed bicycle-pedestrian bridge. The prefabricated truss structure and pier shapes will remain the same as the bridge. The ramp will require unique detailing at its top and bottom for connections.

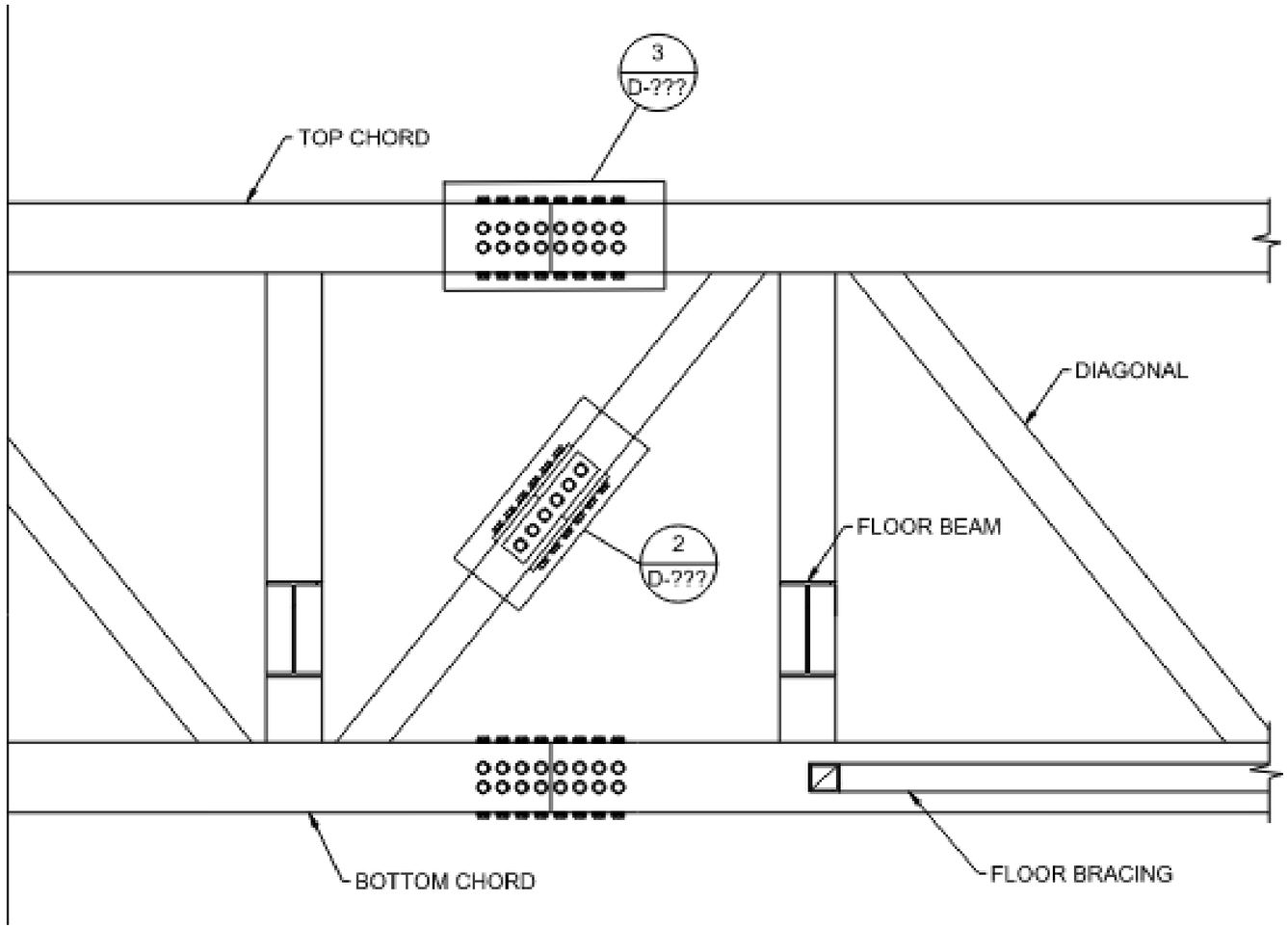
View of user's perspective over the Potomac River

Aerial view of proposed ramp and stair at the Mount Vernon Trail (right, upper). Perspective looking down the ramp at the Mount Vernon Trail (right, lower).



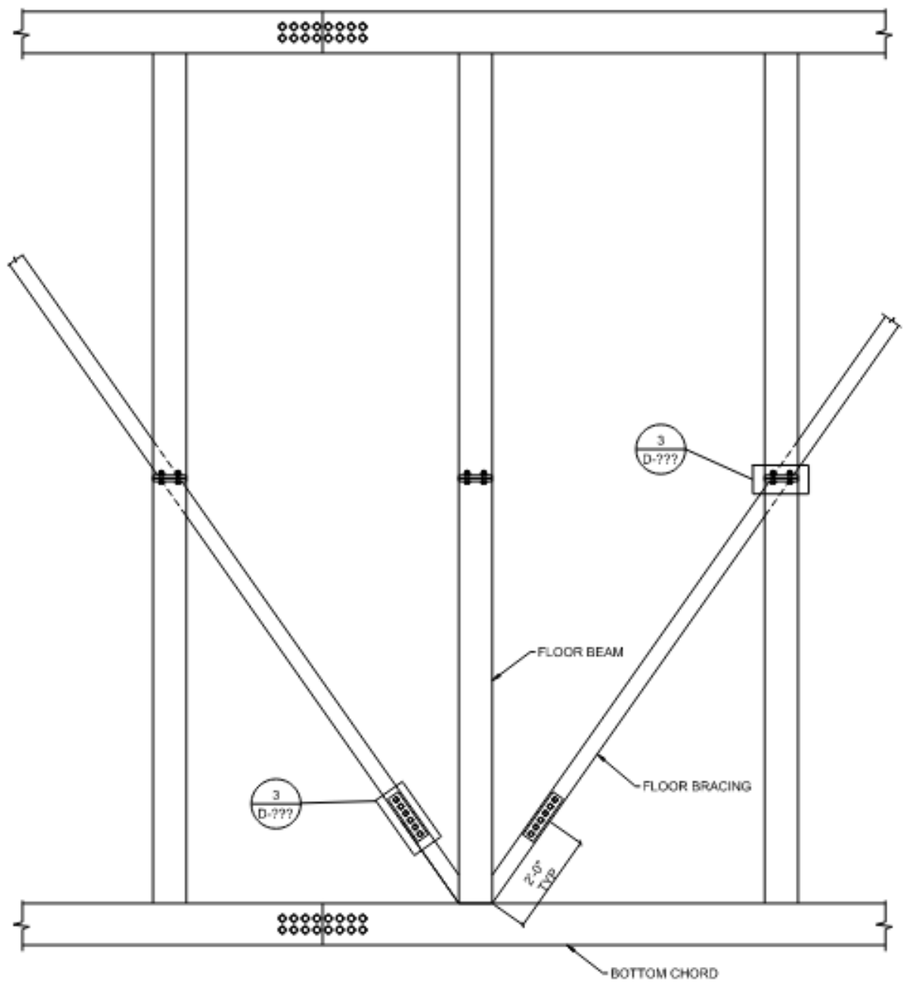
Prefabricated Bicycle-Pedestrian Bridge Specs	
Superstructure	Painted Steel Truss
Deck Surface	Reinforced concrete
Toe Plate	Galvanized steel
Handrail	Galvanized steel, mounted to interior of truss
Lighting	Downlighting integrated into handrail

2 Potomac River | Bicycle-Pedestrian Bridge



Elevation view of superstructure steel truss.

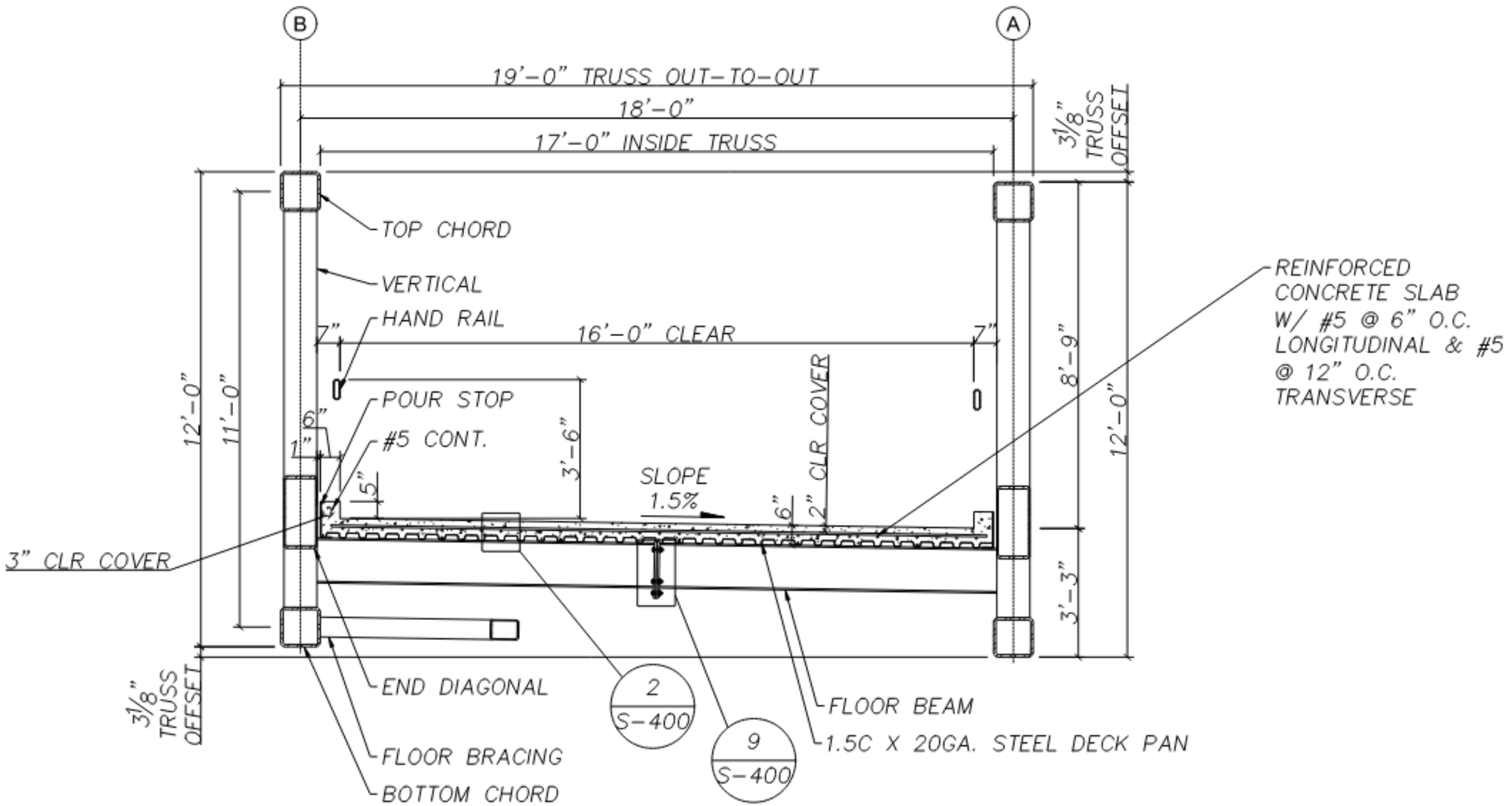
Not shown for clarity: concrete deck, galvanized toe plate, galvanized handrail, screening



Bottom section of superstructure truss, plan view

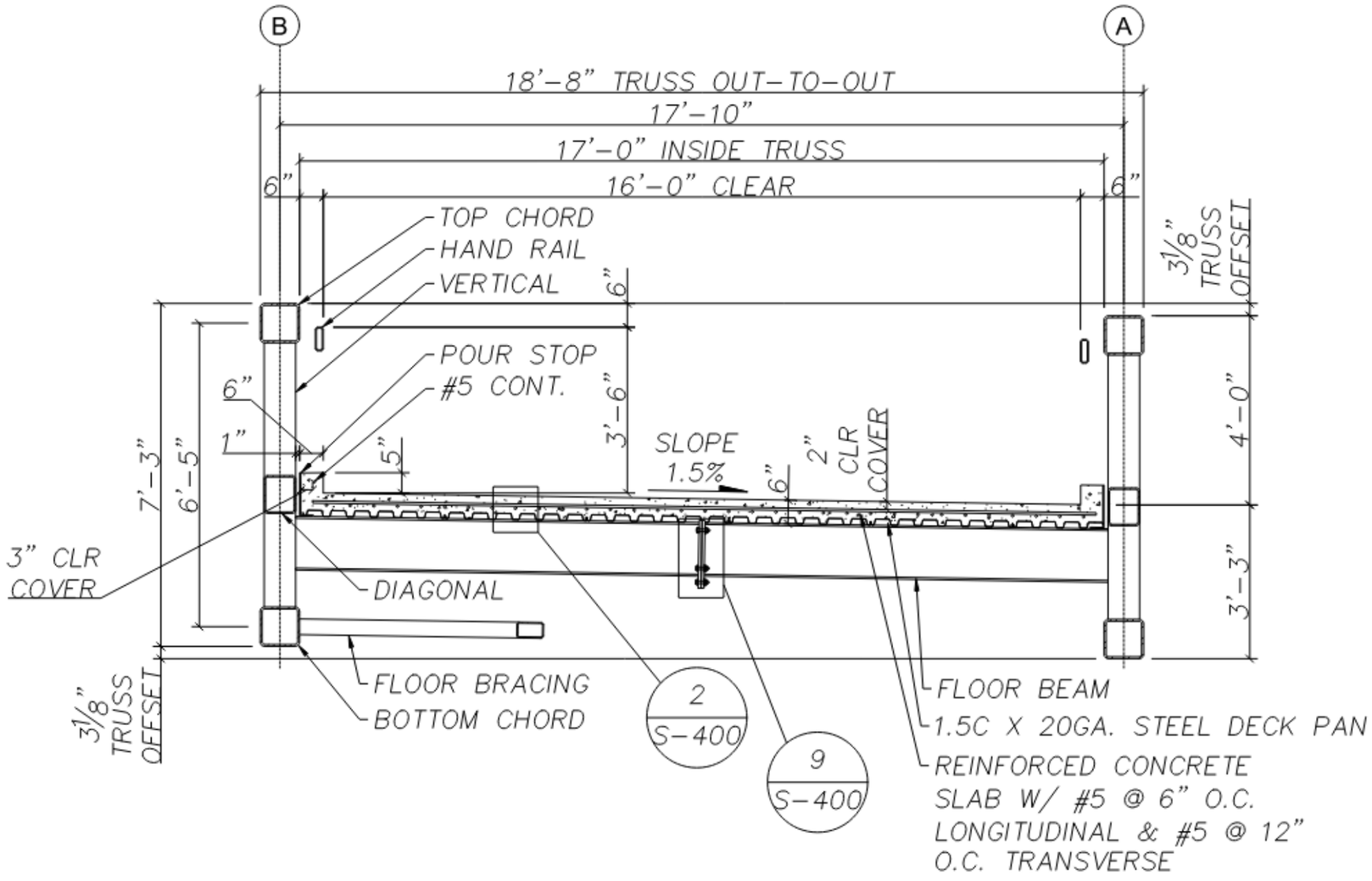
Not shown for clarity: concrete deck, galvanized toe plate, galvanized handrail, screening

2 Potomac River | Bicycle-Pedestrian Bridge



Superstructure Steel Truss, Typical Section over GWMP

2 Potomac River | Bicycle-Pedestrian Bridge

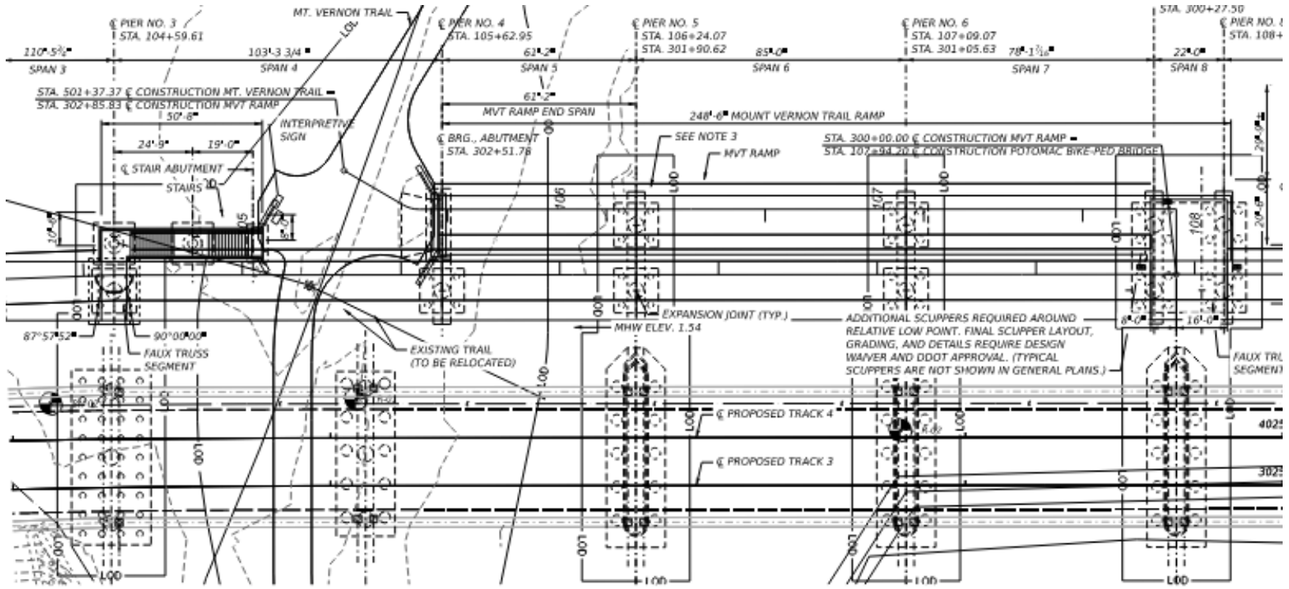


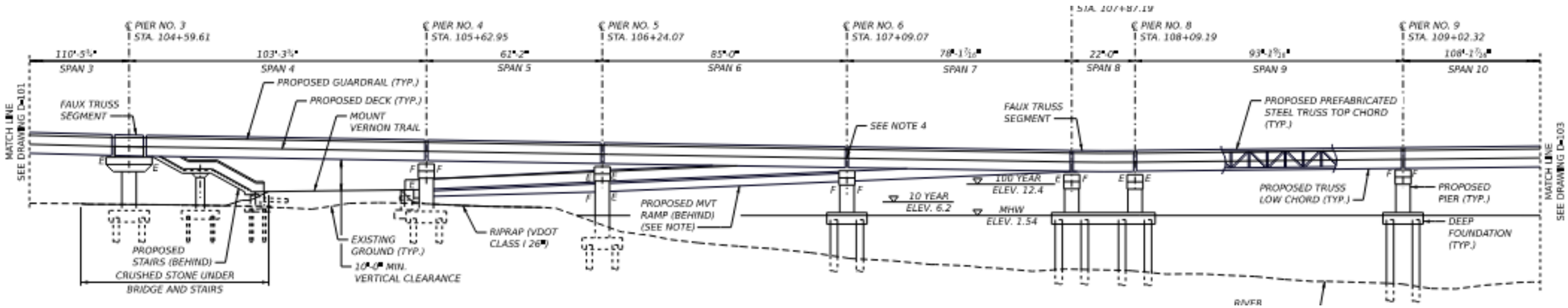
Superstructure Steel Truss, Typical Section over Mt. Vernon Trail, Potomac River, Ohio Drive S/W

2 Potomac River | Bicycle-Pedestrian Bridge

Proposed Ramp and Stair at Mount Vernon Trail

Bicycle-Pedestrian Bridge Ramp and Stairs at Mt. Vernon Trail





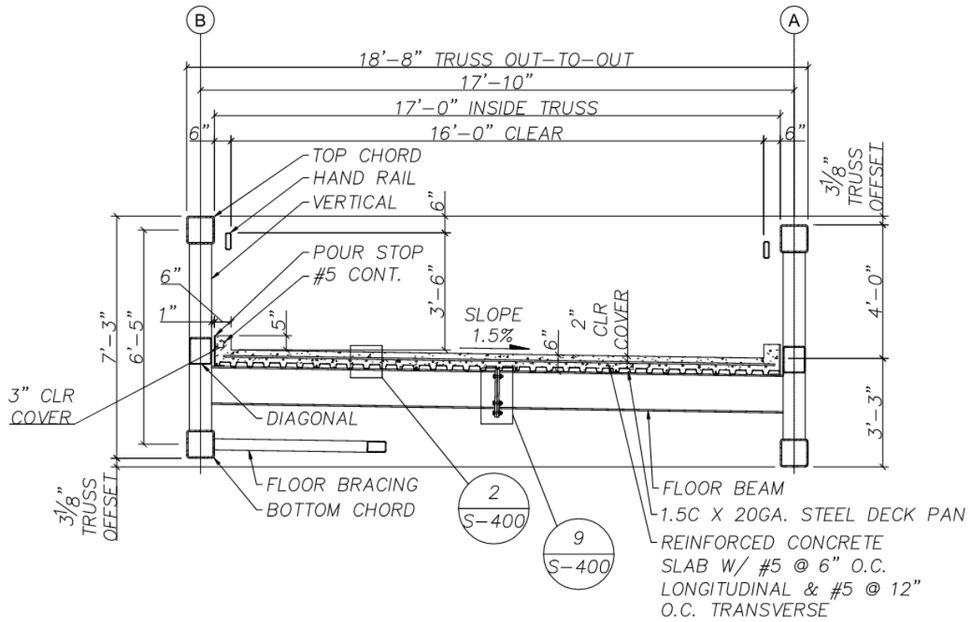
Bicycle-Pedestrian Bridge Elevation at Mt. Vernon Trail

2 Potomac River | Bicycle-Pedestrian Bridge

Proposed Design: Overall

The Bridge provides a safe, functional, and enjoyable crossing for pedestrians and bicyclists alike. The prefabricated steel truss features a low profile and subtle structural details that blends seamlessly with nearby structures.

The bridge will feature 2 depths of truss. The standard section will be 7’ in total height, with an apparent height of 4’ for users on the bridge. The steel truss will be painted brown and will feature a concrete bridge deck, a galvanized steel handrail, and downlighting integrated into the handrail.



Bicycle-Pedestrian Bridge Typical Section

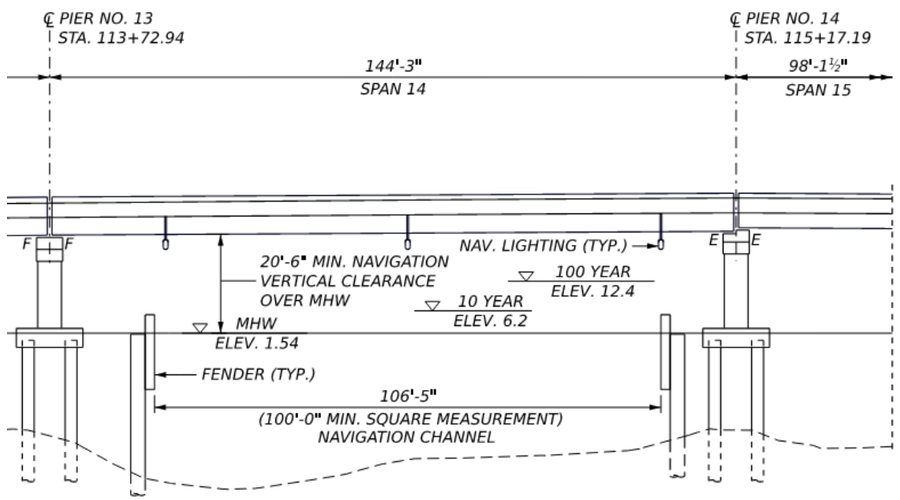
Bicycle-Pedestrian Bridge, viewed from the bridge

Potomac River Bicycle-Pedestrian Bridge		
1	Number of Spans	The bridge includes one 62-foot (+/-) span connecting Long Bridge Park to GW Parkway, one 180–foot span over GW Parkway roadway, three spans continuing over GW Parkway and 22 approach spans and one navigational channel span over the Potomac River. The Bridge ends before Ohio Drive SW (West) to tie into East Potomac Park. The spans across the Potomac River vary from approximately 80 feet to 110 feet typically, plus 144 feet for the two spans at the Navigation Channel.
2	Superstructure	Prefabricated Truss of similar depths except at GW Parkway Roadway and Navigational Channel. The top chord of the truss will **avoid 4’-9”-5’-6”** above deck to avoid eye level. Truss color will be painted dark brown, standard US Government AMS-STD-595 37056.
3	Substructure	Piers will be approximately five-foot diameter concrete columns with pier caps. There will not be a Pier within the GW Parkway roadway median.

2 Potomac River | Bicycle-Pedestrian Bridge

River Piers and Navigation Channel Crossing

Piers are cylindrical concrete and have a minimal profile at 5 feet in diameter. Each pier aligns with the adjacent bridge pier placement in the river. Pier spacing is generally uniform at ~ 110', with wider spacing at the navigational channel to accommodate watercraft, emulating that of existing Long Bridge. To accommodate any increased span length, the bicycle-pedestrian bridge truss height increases to provide structural support the longer span (this occurs at the span over GWMP).



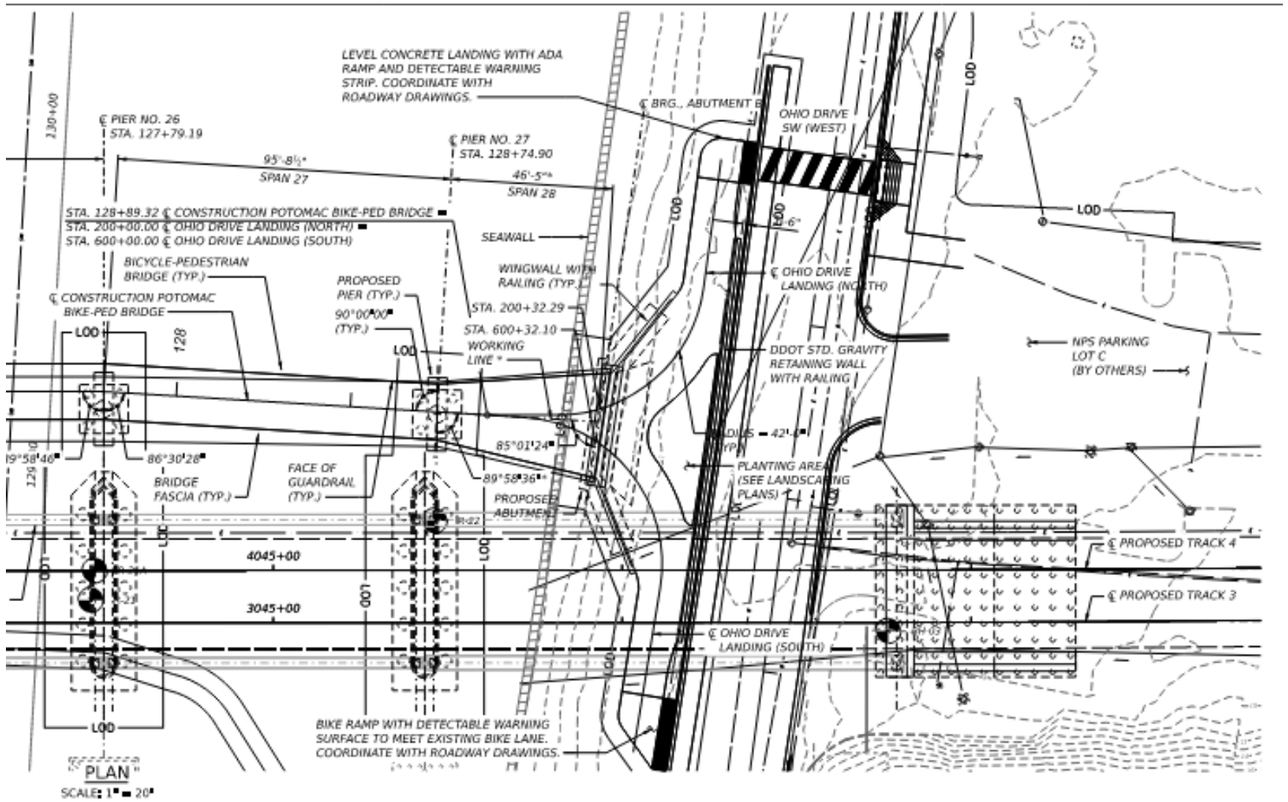
Elevation of Bicycle-Pedestrian Bridge spans at river navigation channel

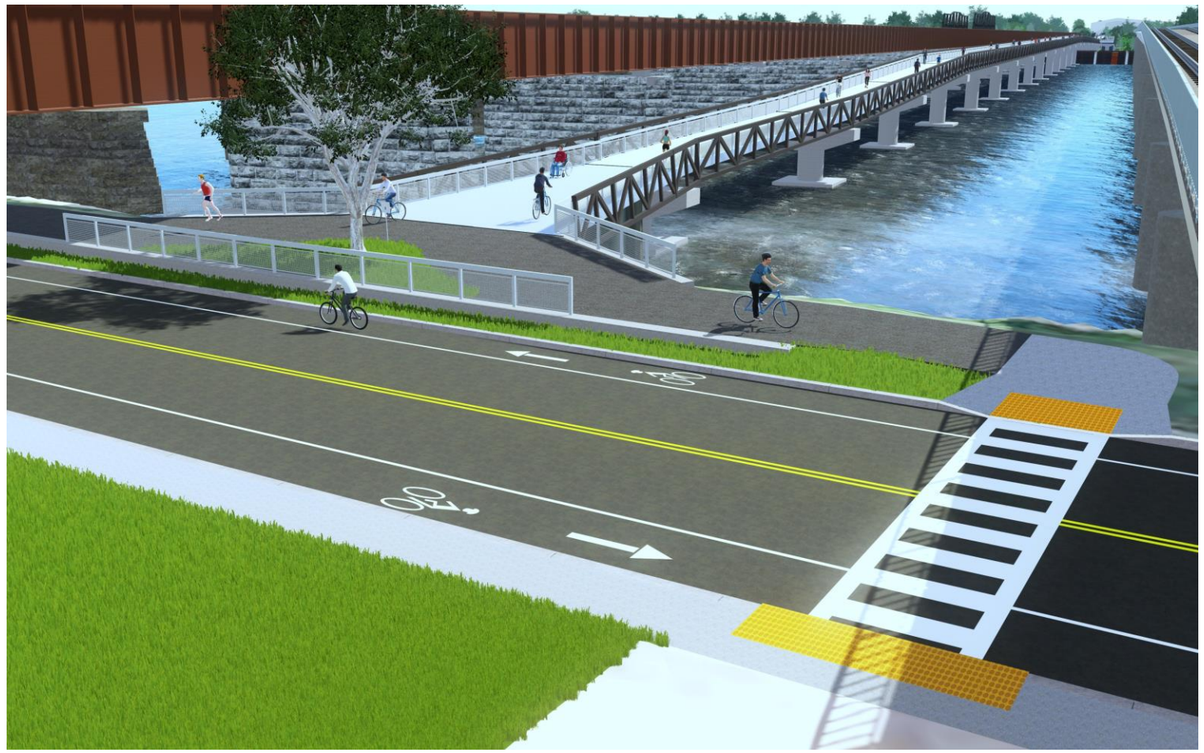
Aerial rendering of proposed bridge over the river

Rendering of bridge from the river surface

2 Potomac River | Bicycle-Pedestrian Bridge

Proposed: Landing at Ohio Drive S/W, T-Intersection Configuration





Ohio Drive SW (West) Ramp Connection – T-intersection: Plan (left) and rendering (right)

The T-intersection geometry at Ohio Drive S/W creates a more continuous public space along Ohio Drive and articulates the spatial sequence at the start/end of the bike-ped bridge. The T-intersection also encourages bicycles to slow down as they approach the end of the bridge and will improve operational movements for all users as they approach and exit the bridge.

VIRGINIA PASSENGER RAIL AUTHORITY

U.S. Commission of Fine Arts

60% Design Concept Review
Long Bridge South Project

June 2025