VIRGINIA PASSENGER RAIL AUTHORITY

U.S. Commission of Fine Arts

Long Bridge North Project
Revised Concept Approval Submittal

April 2025

Project Agency and Team

Project Name

Long Bridge North

Project Location

Washington, DC

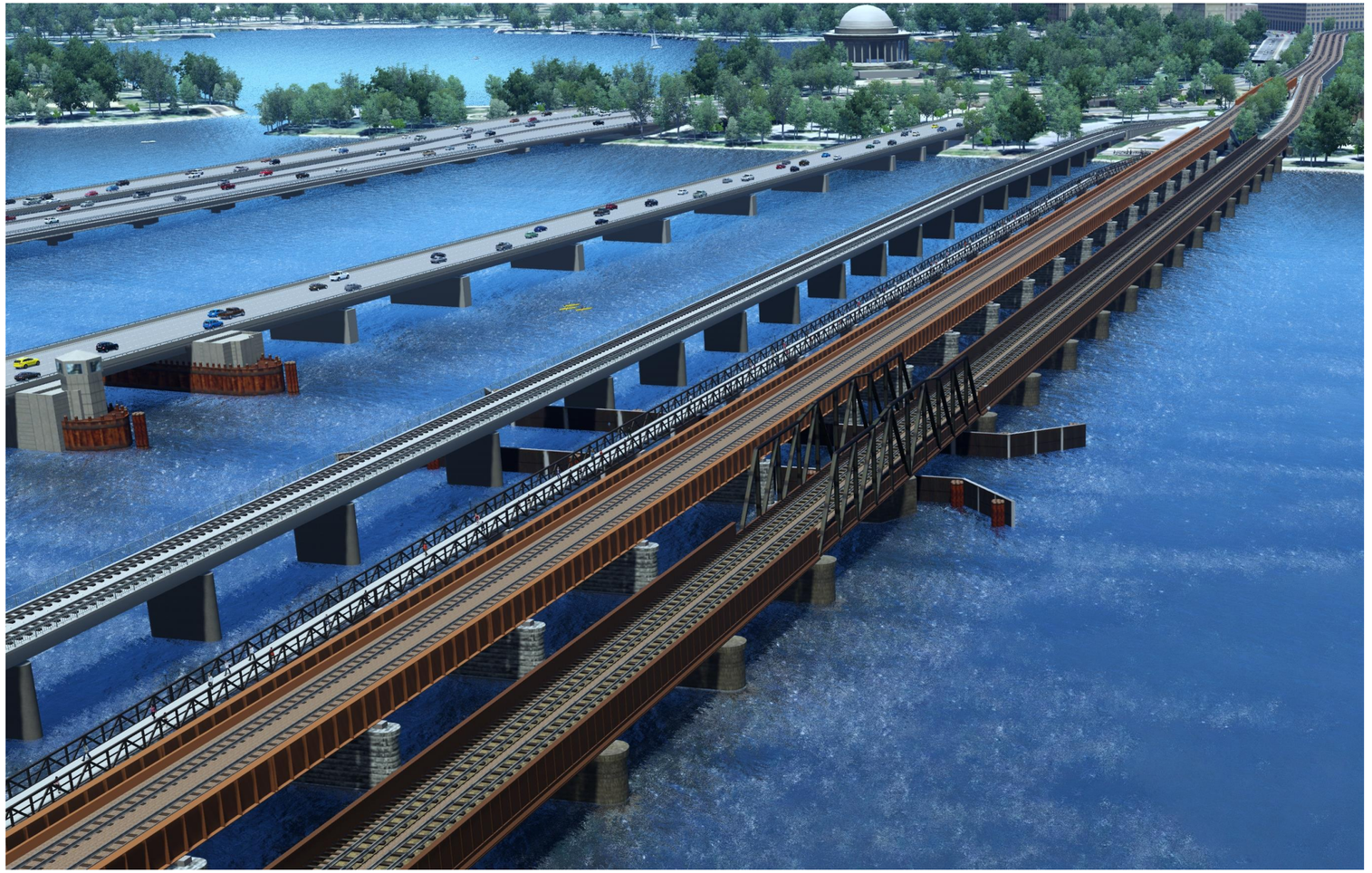
Agency Contacts

- Virginia Passenger Rail Authority | Shirlene Cleveland | shirlene.cleveland@vpra.virginia.gov | 1800 Diagonal Street, Suite 300, Alexandria, VA 22314
- National Park Service | Laurel Hammig | laurel_hammig@nps.gov 1100 Ohio Drive SW, Washington, DC 20242

Project Team

- SFJV | Bjarne Gudmundsen | bjarne.gudmundsen@skanska.com
- SFJV | Michael Rothenheber, PE, AICP | mrothenheber@jmt.com

Project Context



1.8 mile
Project

20,000
Feet of Track

6,500 ft
Rail Bridges

2,800 ft
Potomac River

3,500 ft
Retaining/Crashwalls

70
Daily Trains

3
Rail Operators

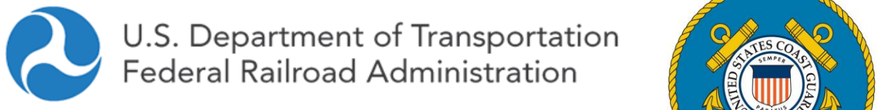
2
New Tracks VA to DC

5
New Rail Bridges

1
New Potomac River Bike-Ped Bridge

1
Maine Ave Ped Bridge

Major Stakeholders



VPRA

Introduction | Project Schedule and Funding

Site Acquisition

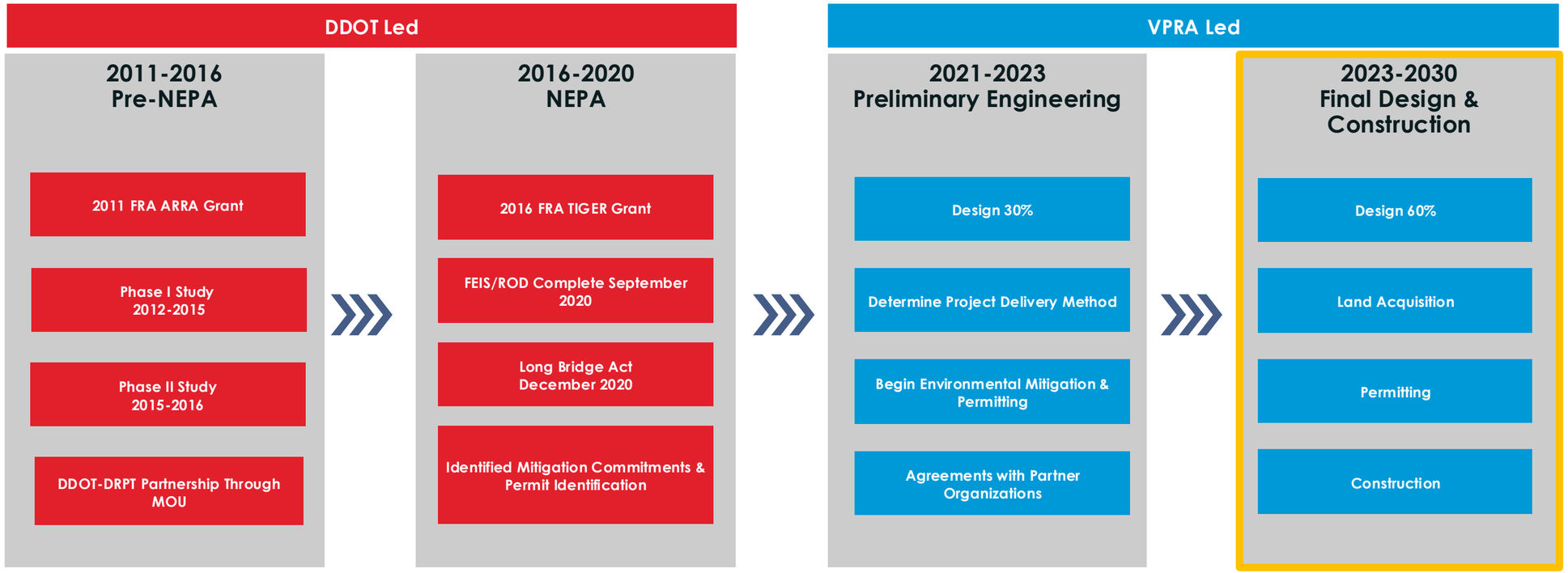
The Long Bridge Act of 2020 authorized the National Park Service (NPS) to convey to Virginia or the District of Columbia (the District) approximately 4.4 acres of NPS land for the construction of rail and other infrastructure relating to the Project. In 2019, VPRA struck an agreement to purchase railroad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

Project Schedule

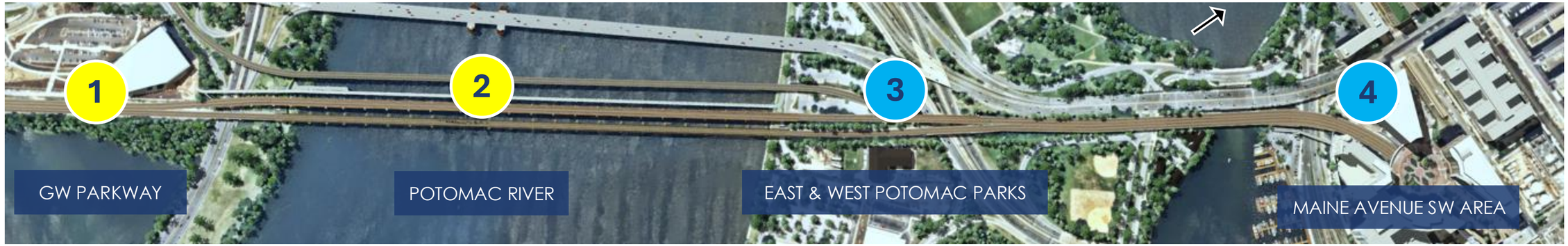
The overall Project schedule is shown below. The Project is currently in the Final Design phase following the issuance of the National Environmental Policy Act (NEPA) Final Environmental Impact Statement/Record of Decision (FEIS/ROD) in August 2020 and selection of Design Build contractors for the North 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.



Project Context | Design Parameters from FEIS/ROD



GW PARKWAY
Compatible vocabulary with George Washington Memorial Parkway
Rail Bridge: Steel through-plate girder structure
Bicycle-Pedestrian Bridge: Pre-fabricated truss spans
Bicycle-Pedestrian Bridge: Connection to Long Bridge Park, Long Bridge Aquatics & Fitness Center, Mount Vernon Trail

POTOMAC RIVER
Consistent, compatible vocabulary with historic railroad bridge
Rail Bridge: Steel through-plate girder structure
Rail Bridge: Piers & retaining walls similar in size and form to historic piers and walls
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

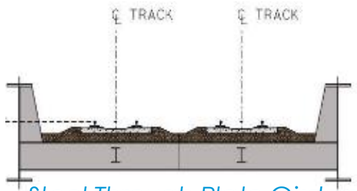
EAST & WEST POTOMAC PARKS
Use of retaining walls to reduce footprint
Design walls to be compatible with character of existing resources and appropriate for context of the Monumental Core
Design landscaping to mitigate visual impacts to East and West Potomac Parks

MAINE AVENUE SW AREA
Use of retaining walls to reduce footprint
Design of walls to be compatible with character of existing resources and appropriate for context of the Monumental Core

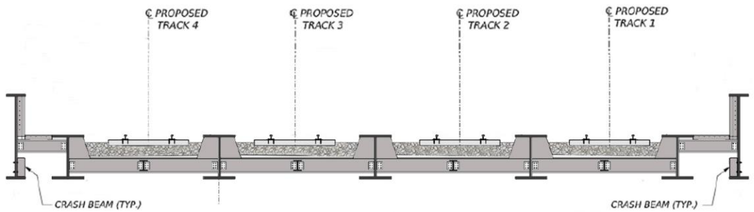
- Yellow: Long Bridge South - Included in future Submission
- Blue: Long Bridge North - Included in this submission

Design Overview and Intent

Bridge Type



Steel Through Plate Girders



Steel Through Plate Girders & Crashbeams

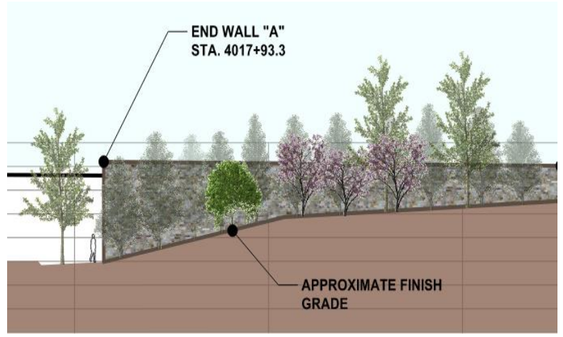
- Weathering steel girders
- Through plate girders over WMATA/I395, Washington Channel, Maine Ave Pedestrian Bridge
- Through plate girders & crash beams over Ohio Drive SW (East) and Maine Ave SW

Retaining Walls, Piers & Abutments

Proposed stone cladding

- Granite block masonry stone cladding
- Use historic rail structures rather than highway structures to inform design

Landscaping



- Respect historic and cultural landscapes planned in parkland around rail corridor
- Provide filtered views to existing and proposed rail bridges and walls
- Maintain critical viewsheds within the National Parks
- Provide a plant palette that creates pollinator habitat

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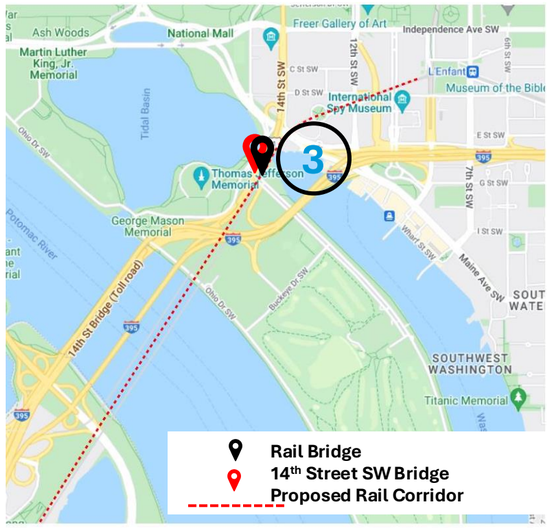
Structural Elements

Structures | Existing

3 14th Street SW and Rail Bridges over Ohio Drive SW (East) (107'-11")



Existing Roadway Bridge will remain. This bridge is not part of the Project.

14th Street SW Bridge over Ohio Drive SW (East) (Est. 1982) (left).
14th Street SW Bridge Abutment over Ohio Drive SW (East) (right).

This rail bridge will be replaced as part of the Project.

Rail Bridge over Ohio Drive SW (East) (above)
Rail Bridge Pier over Ohio Drive SW (East) (right)

Structures | Existing

4 Washington Channel Existing Roadway Bridges (156’-0”)

Washington Channel Rail Bridge - 1935

The existing bridge carries two rail tracks over the Washington Channel. The north abutment was most recently modified in 1907 and built in 1905. The south abutment and pier were originally built in 1891 and modified in 1905.

14th Street SW Bridge – Modified 1982

The existing 14th Street SW bridge over Washington Channel was built in 1942 and the substructure was modified and superstructure replaced during the 1982 bridge reconstruction.

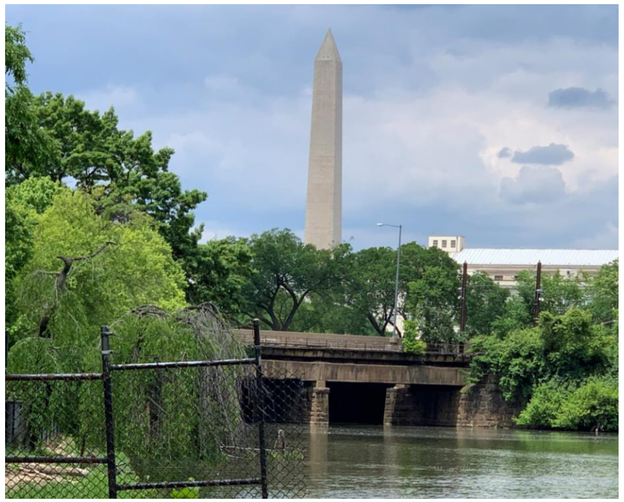
Francis Case Memorial Bridge – 1961

The Francis Case Memorial Bridge was constructed in 1961. The bridge carries I-395 South and I-395 North across the Washington Channel and Maine Avenue SW.

Ohio Drive SW Bridge - 1942

The existing Ohio Drive SW bridge over Washington Channel is a three-span bridge built in 1942,

Existing Roadway Bridges will remain and are not part of the project.



Existing Washington Channel Rail Bridge

Francis Case Memorial Bridge Piers Over Washington Channel

Ohio Drive SW Bridge Over Washington Channel. Not Visible from any public right of way.

14th Steet SW Bridge. Not Visible from any public right of way.

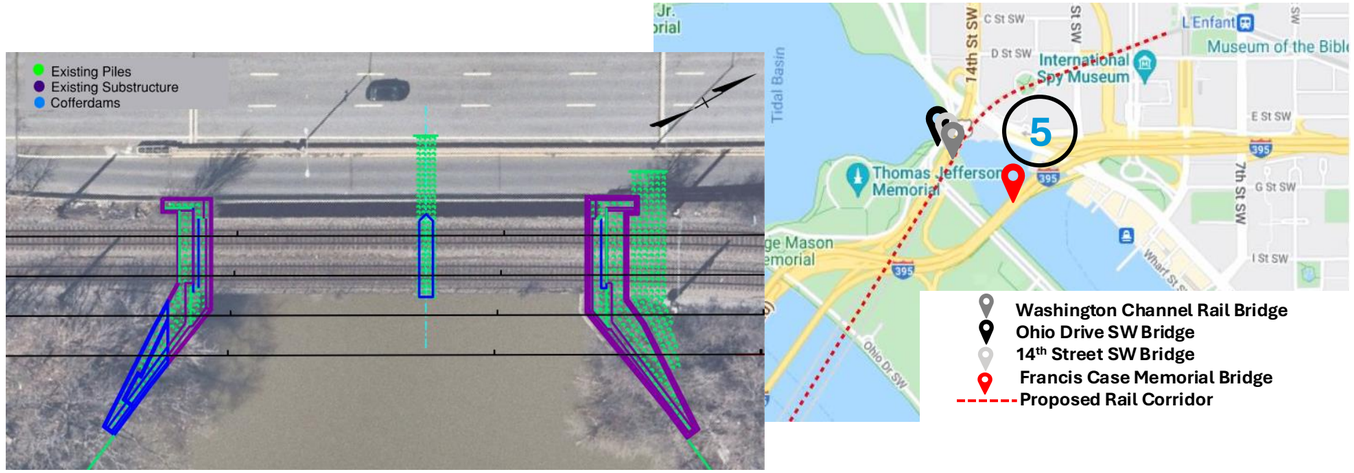
Structures | Existing

5 Washington Channel Rail Bridge

Washington Channel Rail Bridge (Substructure)

The existing bridge will be replaced and expanded. The existing abutments will be partially preserved in-place and modified as part of the new structure. The waterway underneath the Bridges in the Washington Channel is not considered navigable by USCG.

This rail bridge will be replaced as part of the Project.



Existing Washington Channel Rail Bridge Substructure – Plan View

Washington Channel Rail Bridge Abutment

Rail Bridge Over Washington Channel

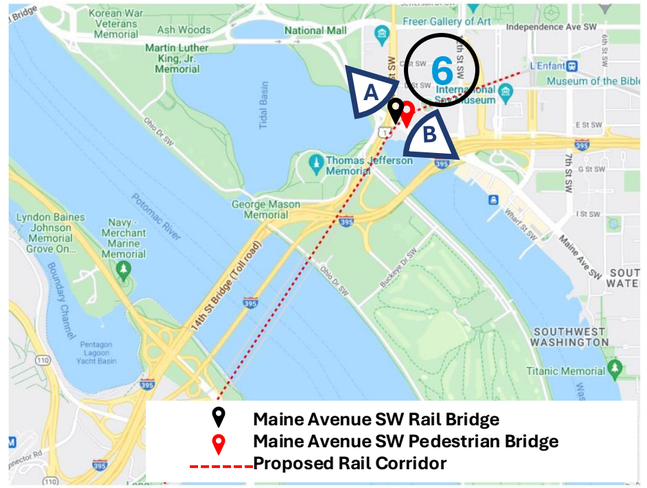
Structures | Existing

6 Existing Maine Avenue SW Rail Bridge (160’-5”) and Pedestrian Bridge (184’-4”)

The existing rail bridge at Maine Avenue SW were built in 1905 and extended in 1943. The existing pedestrian bridge was originally constructed in 1928 as a railroad bridge to connect to a rail yard where the Salamander Hotel (formerly the Mandarin Oriental Hotel) now stands. The bridge was converted to pedestrian use with the construction of the hotel in 2004.

This rail bridge and pedestrian bridge will be replaced as part of the Project.

Existing Maine Avenue SW rail bridge.



Maine Avenue SW pedestrian bridge looking northwest from the south lane (top) and looking north from the south sidewalk (bottom).

Structures | Proposed

Structural Design Modifications Implemented in Response to Staff Comments

- **Retaining Wall Parapets** – refined detail to maintain 6' parapet
- **Bridge Girders** – refined stiffener spacing
- **Wall Piers** – battered to closely match existing piers, bullnosed ends for piers on water, plumb at I-395 piers with chiseled end
- **Abutments** – plumb (not battered)
- **Wingwall at Maine Ave** – maintain stone cladding to the start of Retaining Wall L

Structural Design Approach

- **Consistent Corridor Wide Aesthetic**
- **Retaining Wall Parapets** – 6' Height, Concrete (consistent with 30% Plans)
- **Stone Pattern** – running block; height varying from 18" – 24"
- **Stone Projections** – existing stone 2" to 6"; new stone similar
- **Bridge Girders** – weathering Steel (will weather gradually and naturally)
- **Wall Piers** – battered in all directions (except I-395); bullnosed ends for piers on water
- **Abutments** – plumb (not battered)
- **Retaining Wall L** – precast panels to match adjacent building

Renderings Contained Herein Accurately Incorporate the Current Engineering Design

VPRA

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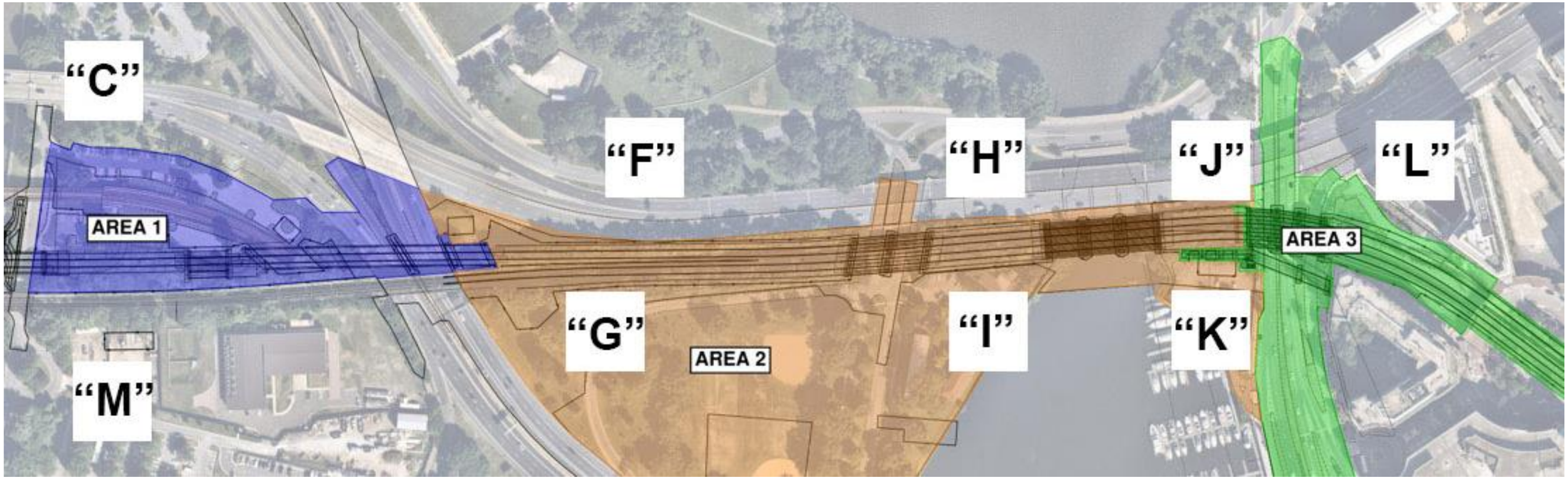
Retaining Walls

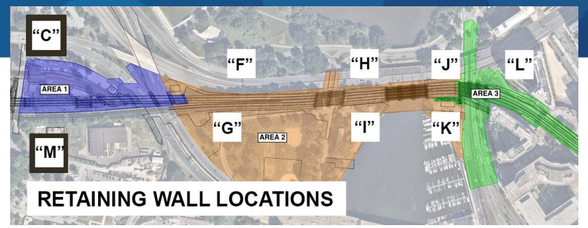
Retaining Walls | Proposed

Long Bridge North - Retaining Wall Locations



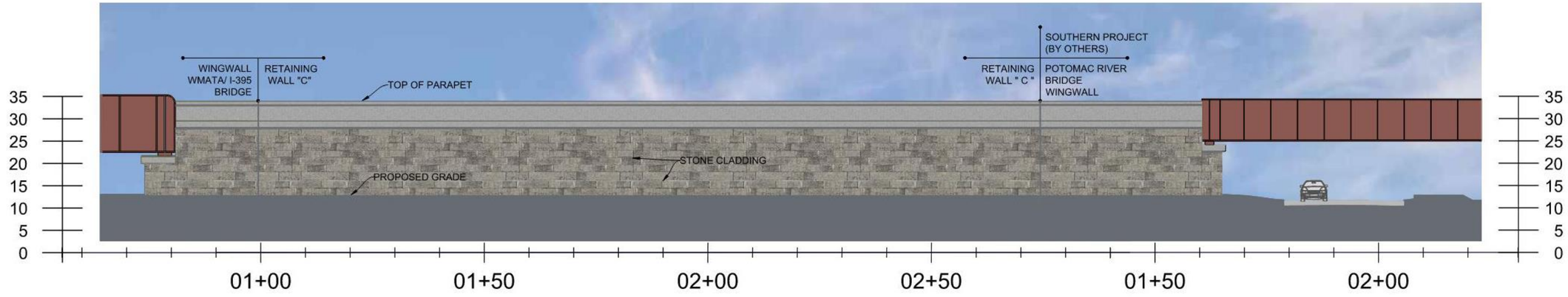
Wall Location Map

Retaining Walls | Proposed



Wall Location Map

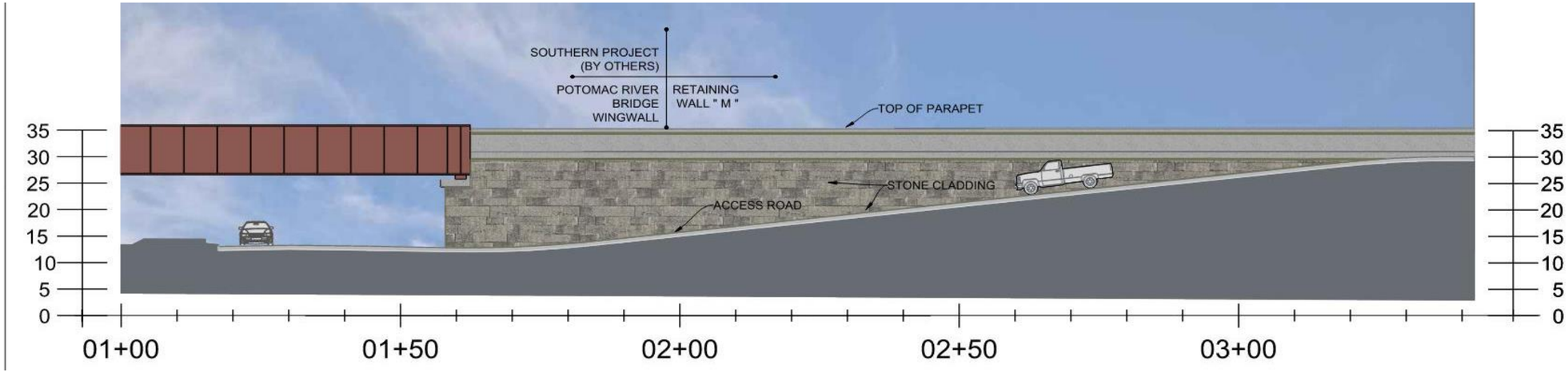
Retaining Wall "C"



Wall "C" Elevation (length 174' - 9 3/8", landscaping not shown)

Ohio Drive SW (West)

Retaining Wall "M"

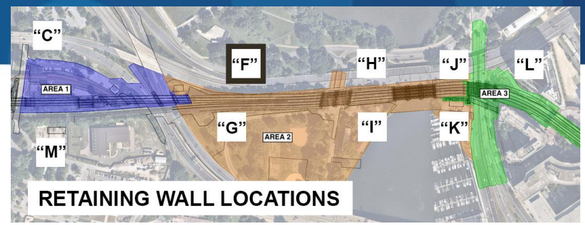


Ohio Drive SW (West)

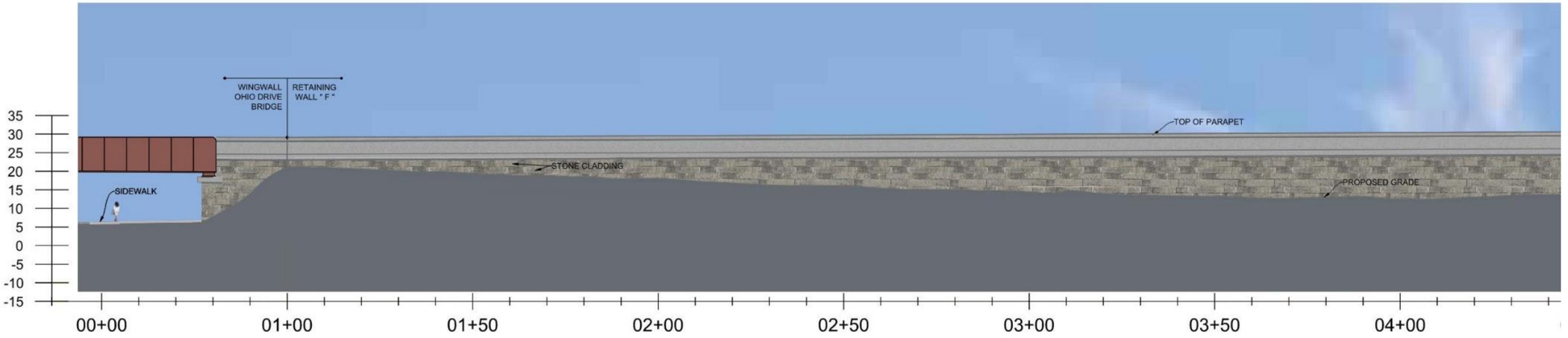
Wall "M" Elevation (length 144'-6 3/4", landscaping not shown)

Retaining Walls | Proposed

Retaining Wall “F”

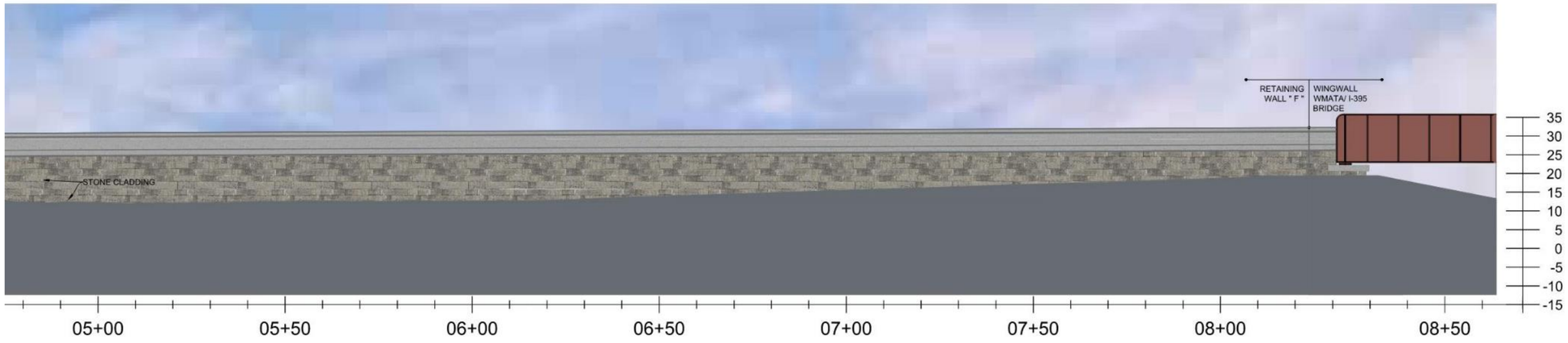


Wall Location Map



Ohio Drive SW (East)

Wall “F” Elevation - North (overall length 699' -0" , landscaping not shown)

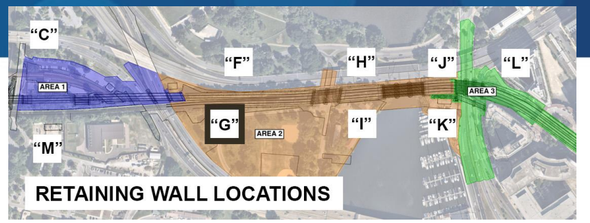


Wall “F” Elevation - South (loverall length 699'-0", landscaping not shown)

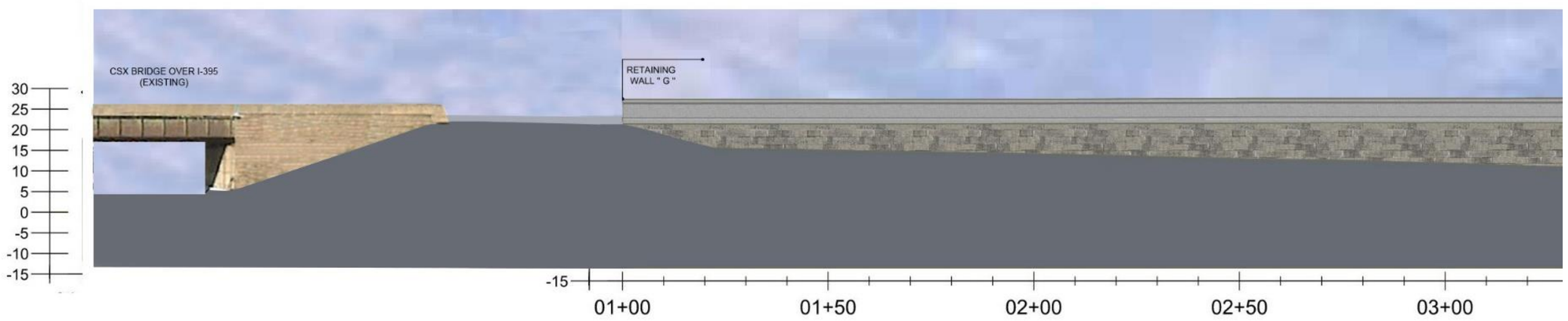
I-395

Retaining Walls | Proposed

Retaining Wall “G”

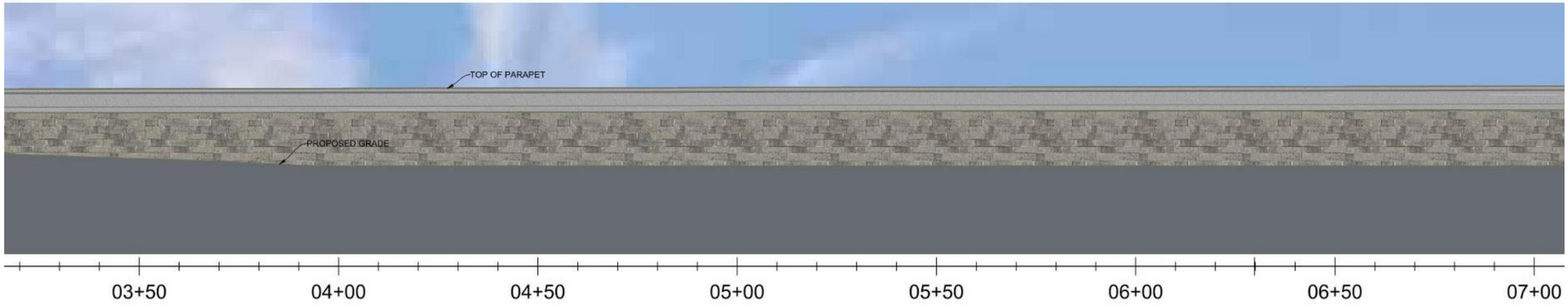


Wall Location Map



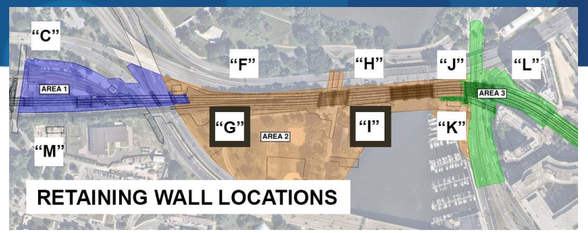
I-395

Wall G Elevation - South (overall length 646' - 5 ¼", landscaping not shown)



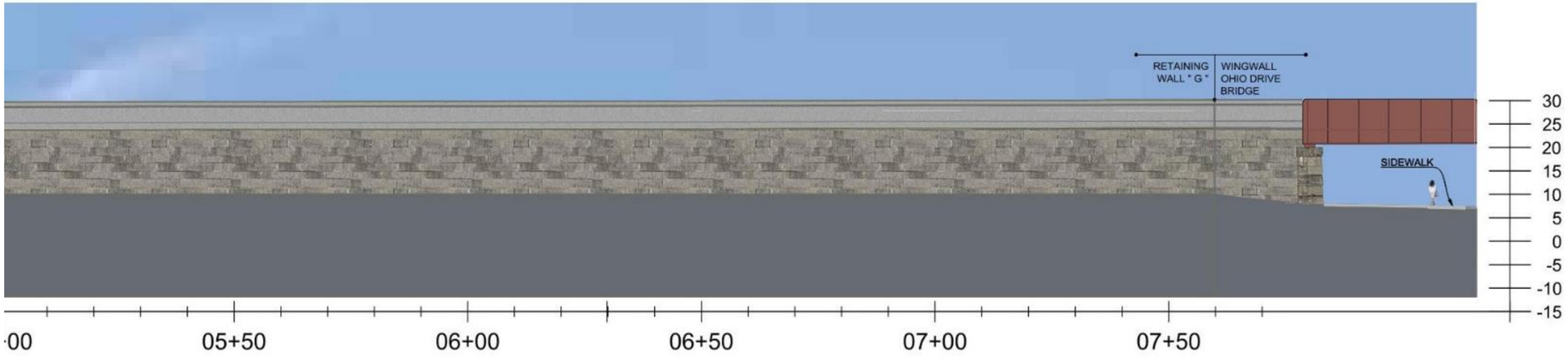
Wall G Elevation - Middle (overall length 646' 5 1/4", landscaping not shown)

Retaining Walls | Proposed



Wall Location Map

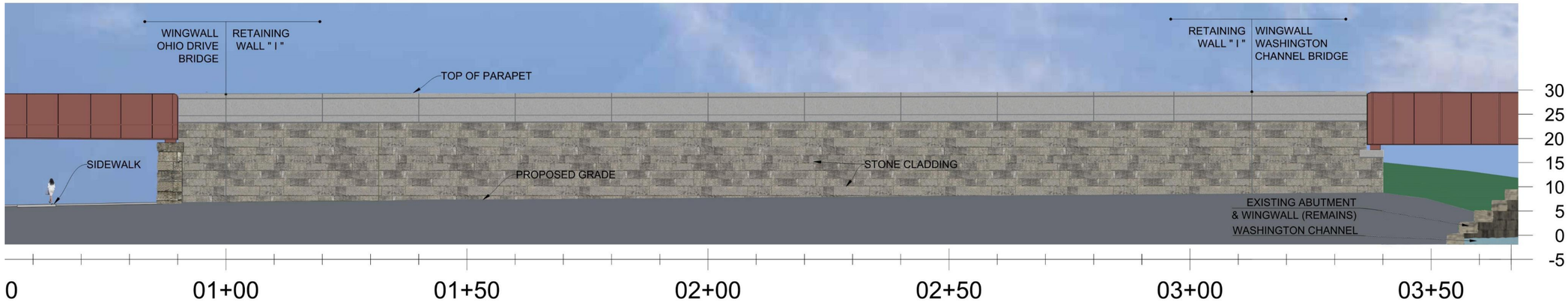
Retaining Wall "G"



Wall "G" Elevation - North (overall length 646'-5 ¼", landscaping not shown)

Ohio Drive SW (East)

Retaining Wall "I"

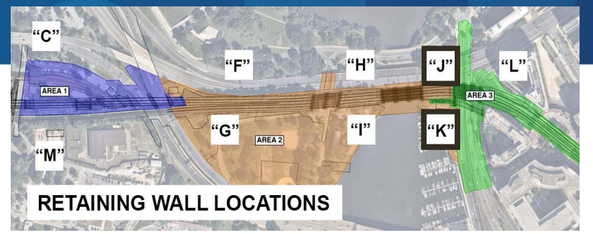


Ohio Drive SW (East)

Wall "I" Elevation - (length – 212' - 0 7/8", landscaping not shown)

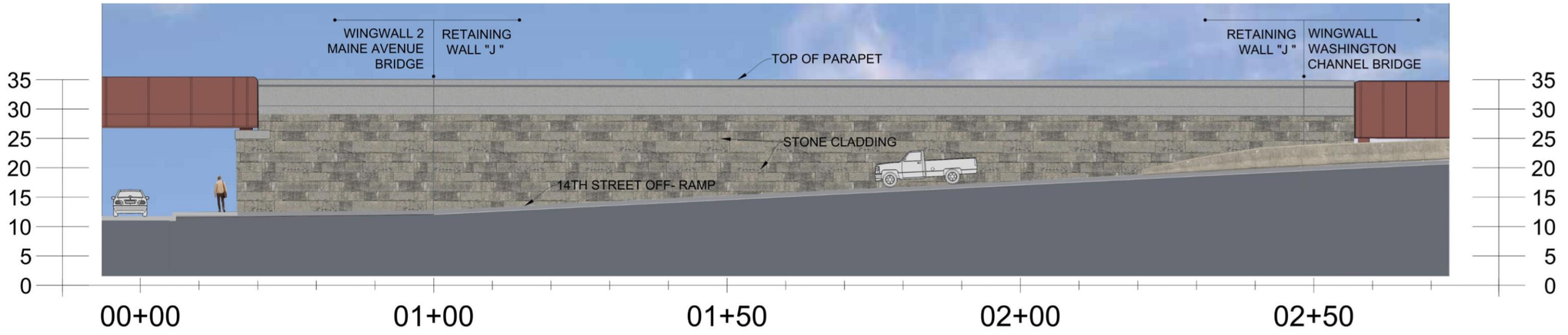
Washington Channel

Retaining Walls | Proposed



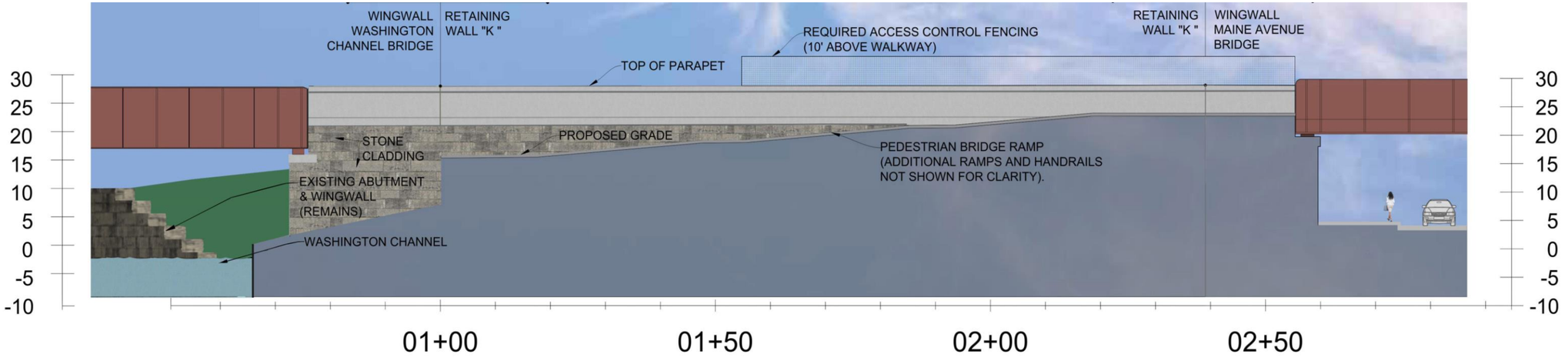
Wall Location Map

Retaining Wall "J"



Maine Avenue SW — *Wall "J" Elevation - (length 148'-3 ½", landscaping not shown)* — *Washington Channel*

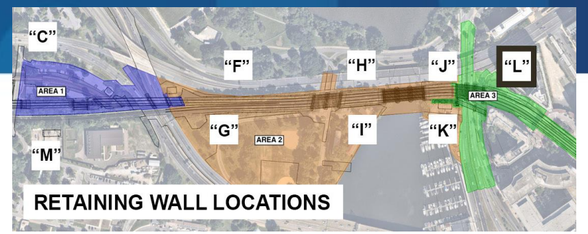
Retaining Wall "K"



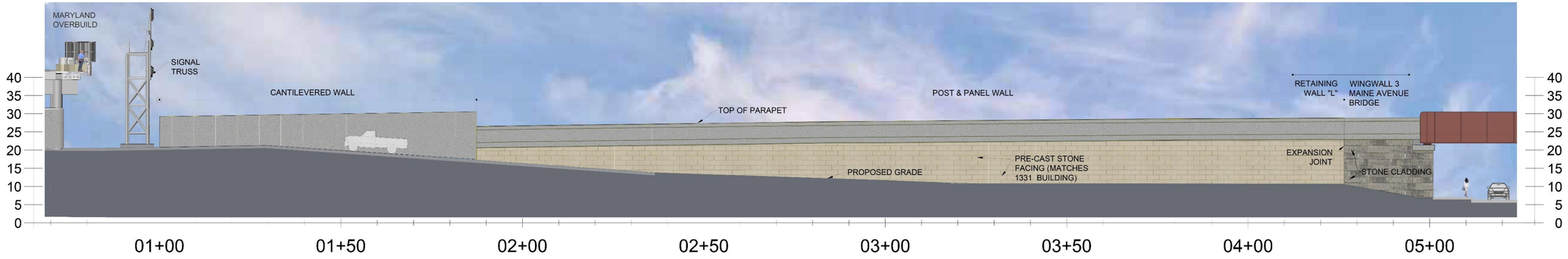
Washington Channel — *Wall "K" Elevation - (length 139'-0 ¾",landscaping not shown)* — *Maine Avenue SW*

Retaining Walls | Proposed

Retaining Wall “L”



Wall Location Map



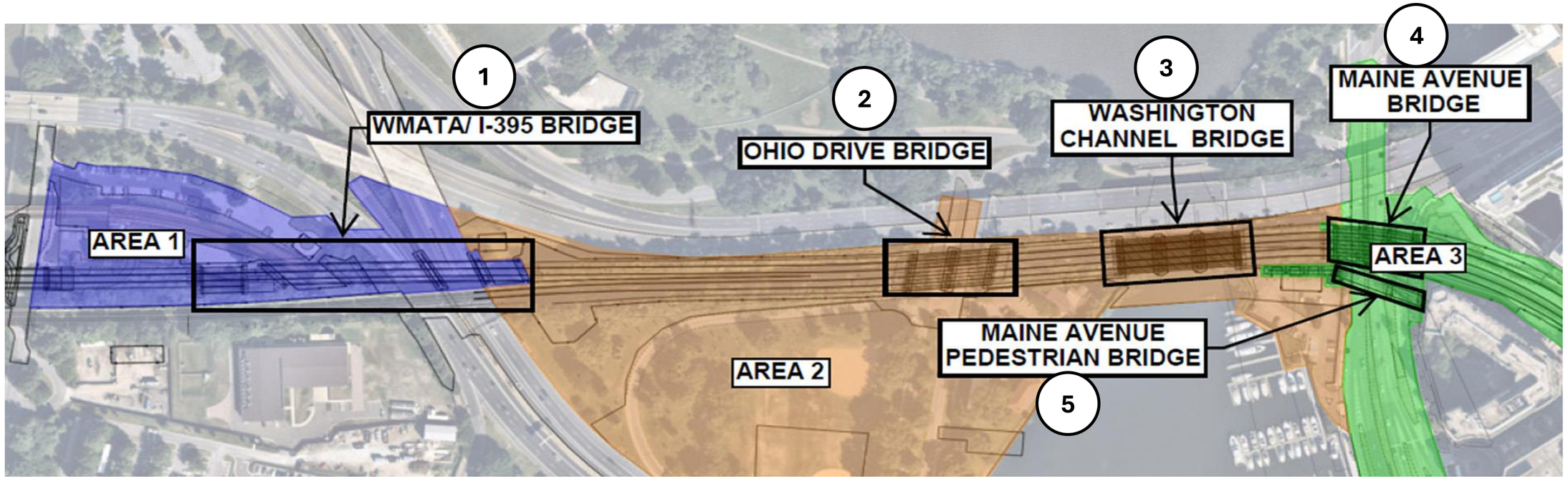
Wall “L” Elevation - (length 297'-0 ",landscaping not shown)

VIRGINIA PASSENGER RAIL AUTHORITY

Bridges

Bridges | Proposed

Long Bridge North Bridge Locations



Bridges | Proposed

1 WMATA / I-395 Bridge

Bridge Location Map

Concept Approval

Revised Concept Approval

- 662’ - 5 ¼" length, 5-span
- Wall Piers – plumb, chiseled ends; plumb at conflict areas (WMATA portal, existing pier footing)

Bridges | Proposed

2 Ohio Drive SW Bridge (East)

Bridge Location Map

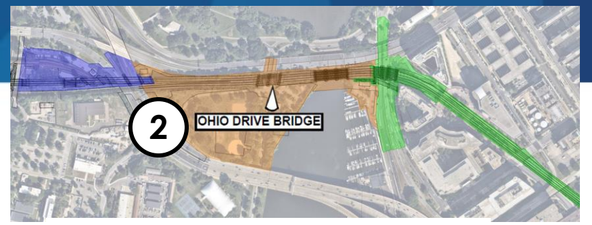
Concept Approval
July 2022

Revised Concept
April 2025

- 163' -0 3/4" length, 2-span
- Wall Pier – 1:20 Batter
- Stone Reuse at Pier, Abutment

Bridges | Proposed

2 Ohio Drive SW Bridge (East)



Bridge Location Map

Concept Approval
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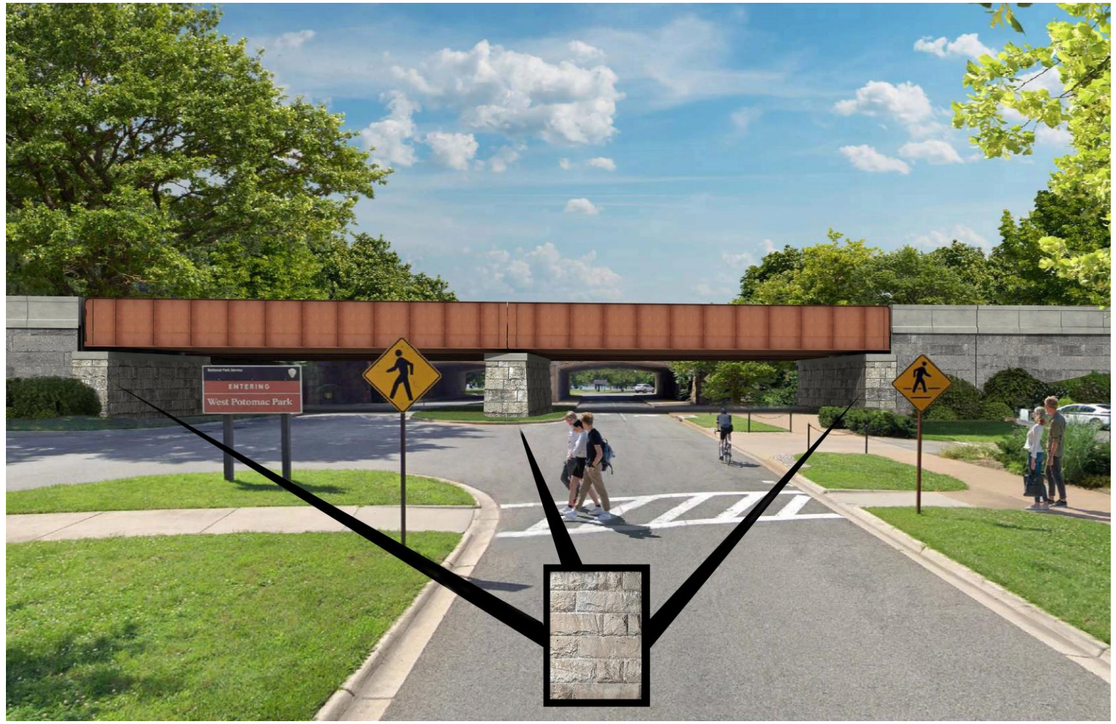


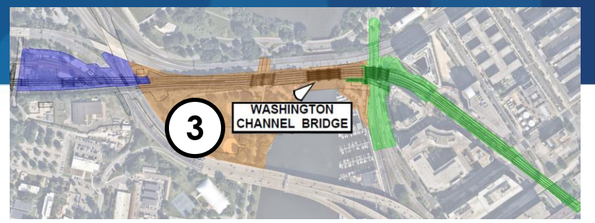
Existing Stone Reuse Cladding at Abutments and Pier

Revised Concept
April 2025

- 163' -0 3/4" length, 2-span
- Wall Pier – 1:20 Batter
- Stone Reuse at Pier, Abutment

Bridges | Proposed

3 Washington Channel Bridge



Bridge Location Map

Concept Approval
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Revised Concept
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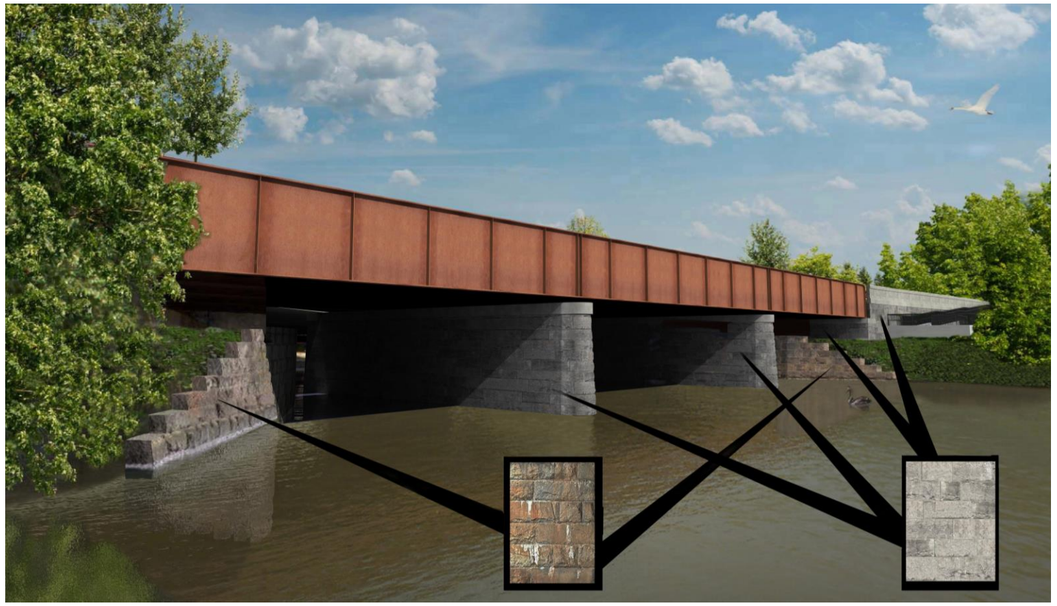
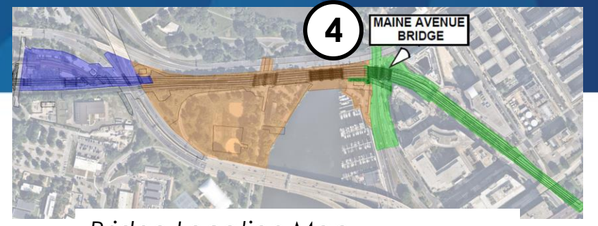
- 238'- 0 " length, 3-span
- Wall Piers – 1:20 Batter
- Existing Stone Abutments/Wingwalls to remain with top 14'-0" removed for stone reuse
- New quarried stone at Piers, Abutments, Wingwalls, and Adjacent Walls G and K



Bridges | Proposed

4 Maine Ave SW Bridge



Bridge Location Map

Concept Approval
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Revised Concept
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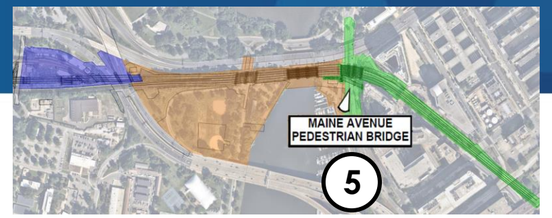
- 158'- 3 1/8 " length, 3-span
- Wall Piers – 1:20 Batter

Bridges | Proposed

5 Maine Avenue Pedestrian Bridge



Bridge Location Map

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Preliminary Design – Aerial Perspective

Revised Concept
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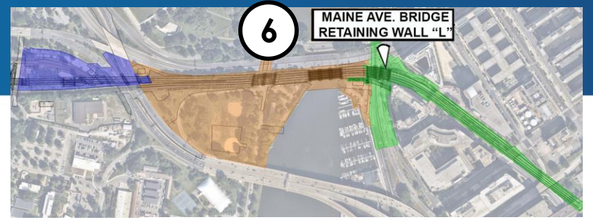
- 183'- 3 1/8 " length, 2-span
- Wall Pier – 1:20 Batter

Revised Concept – Maine Avenue view

Revised Concept – Aerial Perspective



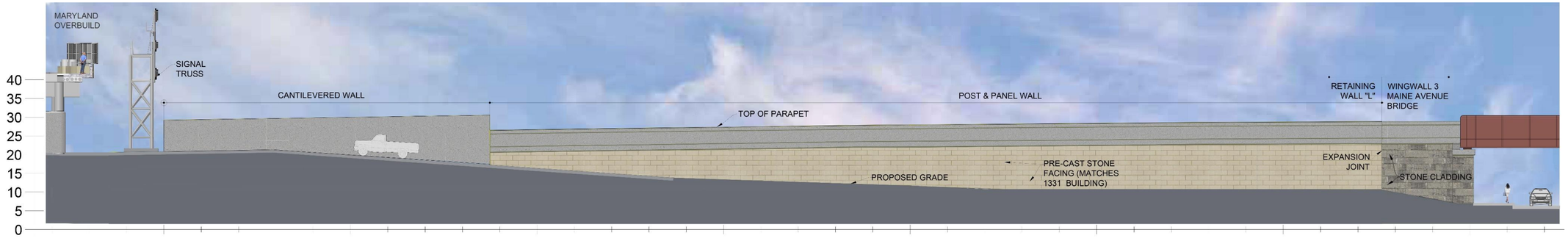
Bridge and Wall Location Map

Bridge/Wall | Proposed

6 Maine Avenue Bridge/ Retaining Wall "L"

Revised Concept
April 2025

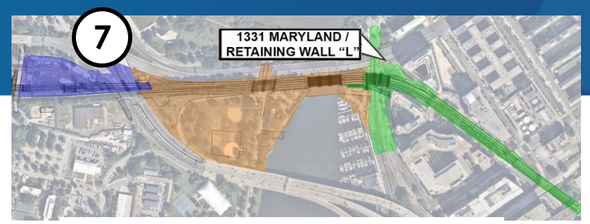
Retaining Wall "L" *Maiden Lane* *Maine Avenue Bridge* *14th Street Bridge*



Maryland Ave Overbuild *Retaining Wall "L"* *Maiden Lane*

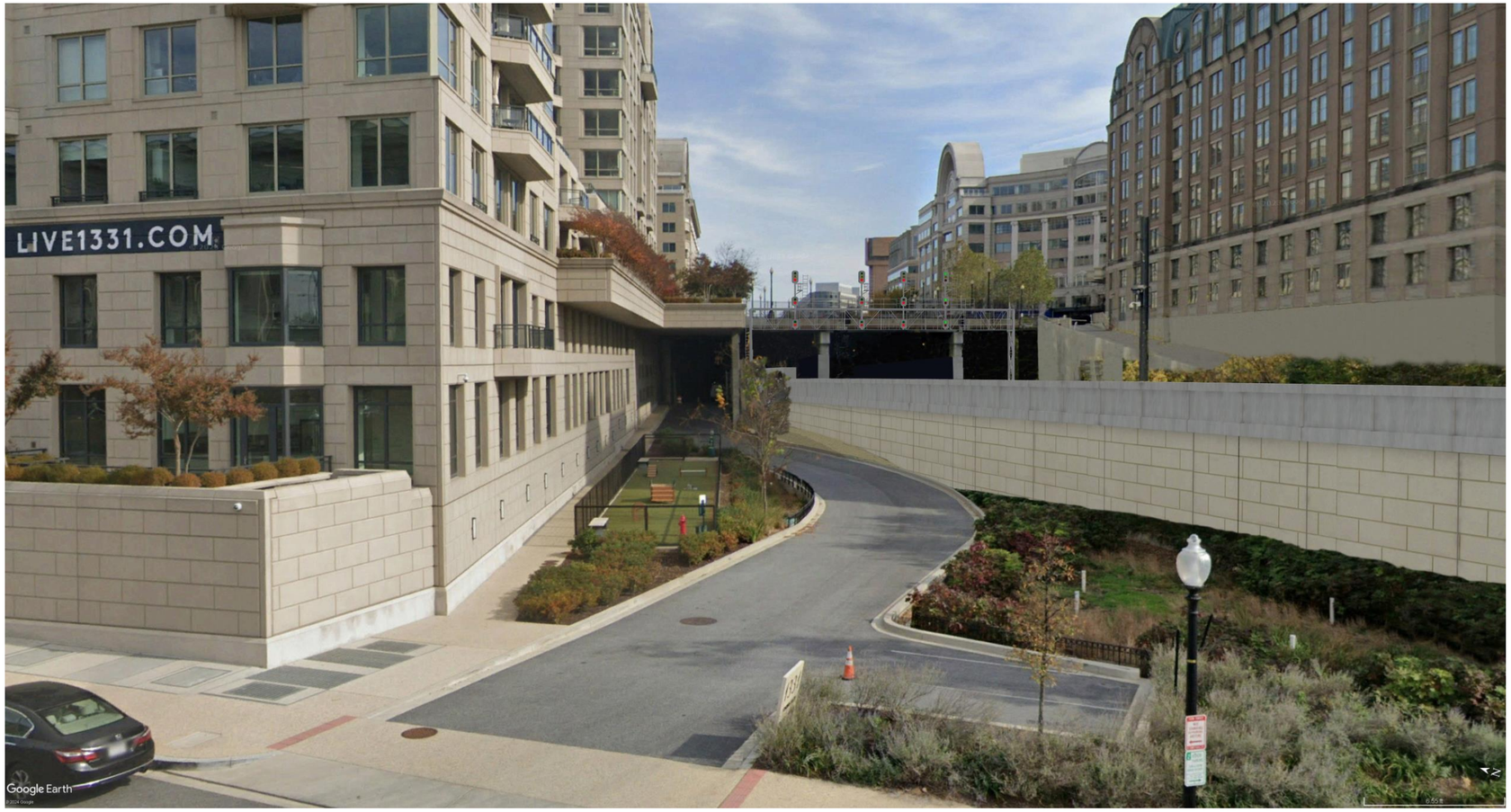
Bridge/Wall | Proposed

7 Retaining Wall “L”



Bridge and Wall Location Map

Revised Concept April 2025



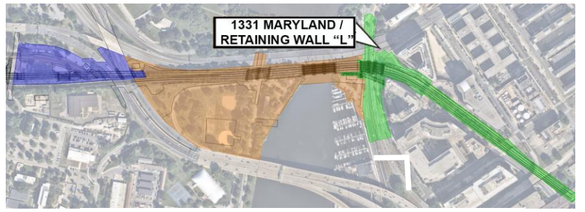
1331 Maryland Avenue – Service Drive

Retaining Wall “L”

VIRGINIA PASSENGER RAIL AUTHORITY

Railroad Signal Structure

Railroad Signal Structure | Proposed



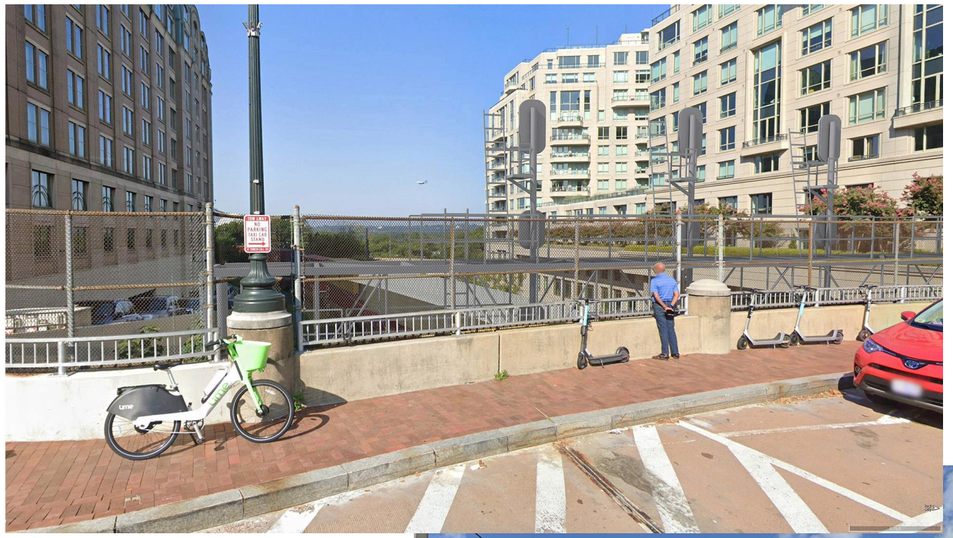
Location Map

- Overhead signal structure is required for safe railroad operation
- Location is governed by railroad design and safety requirements, access for maintenance, and available right of way
- Proposed location closely matches existing location and maintains required distance from track interlocking
- Provides sufficient offset from Maryland Avenue Overbuild to prevent trespassing
- Proposed height is reduced from CSX standard to match Maryland Avenue Overbuild bottom structure height
- Structure color modified from CSX standard aluminum to flat gray

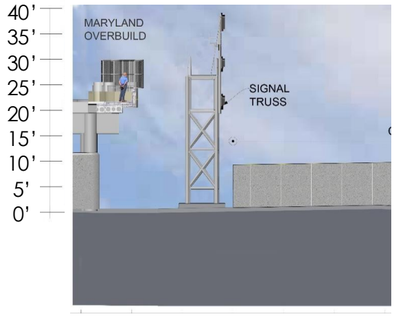
Proposed Overhead Signal Structure

Railroad Signal Structure | Proposed

Location Map



View from Maryland Avenue circle



Height of Maryland Avenue overbuild compared to signal structure

View from Salamander Hotel driveway

View from Salamander Hotel service hallway

Stone Cladding

Stone Cladding | Approach

Mitigation Commitment

To address adverse effects to four bridges, **VPRA committed to salvage and re-use stone** from the railroad bridge crossing Ohio Drive SW (East) abutments, wingwalls, and pier, and incorporate them as part of the stonework on the new bridge substructure and surrounding retaining walls.

Existing Stone Available for Re-Use

In 2022 VPRA presented a preliminary determination that **re-using the stone is generally feasible** and estimated that 3,000 to 5,000 sf of stone cladding can be created from the available stone blocks at Ohio Drive east and Washington Channel bridges.

In 2024, the VPRA design team consulted with a qualified mason who recommended a modified approach. The **design team has calculated the total amount of stone cladding needed for each of the bridges and compared the total square footage with the total square footage of estimated stone available for re-use**.

The design team is reasonably certain that all of the **existing stone was sourced from a single quarry** and will therefore appear reasonably uniform once it is cleaned, processed, and installed.

Stone Cladding Recommendation

Based on the quantities of existing stone available for reuse, the design team recommends:

- Existing **stone should be re-used on the new Ohio Drive SW (East) Bridge**
- **Existing stone with visible projections on the abutment corners will be used in the same position** for the abutment corners on the new bridge
- **New abutment and pier faces will use existing stone**
- All other bridges and retaining walls (except Wall H and Wall I) will be faced with newly quarried stone

Stone Cladding | Re-Use Analysis

Existing Stone Available for Salvage	
Ohio Drive SW Bridge	
Abutment A	938 s.f.
Wingwall A	476 s.f.
Abutment B	938 s.f
Wingwall B	476 s.f.
Pier 1	560 s.f.
Washington Channel Bridge	
Abutment A	2,550 s.f
Abutment B	2,550 s.f.
Pier 1	3,300 s.f.
Total Available 11,788 s.f.	

Stone Cladding Requirements			
Bridges		**Retaining Walls**	
WMATA/I-395	6,745 sf	Wall C	2,971 s.f.
Ohio Drive East	4,995 sf	Wall M	1,542 s.f.
Washington Channel	6,070 sf	Wall F	9,075 s.f.
Maine Ave Rail	9,499 sf	Wall G	8,562 s.f.
Maine Ave Pedestrian	1,993 sf	Wall H	--
		Wall I	3,663 s.f.
		Wall J	2,279 s.f.
		Wall K	560 s.f.
Total Required 58,000 s.f.			

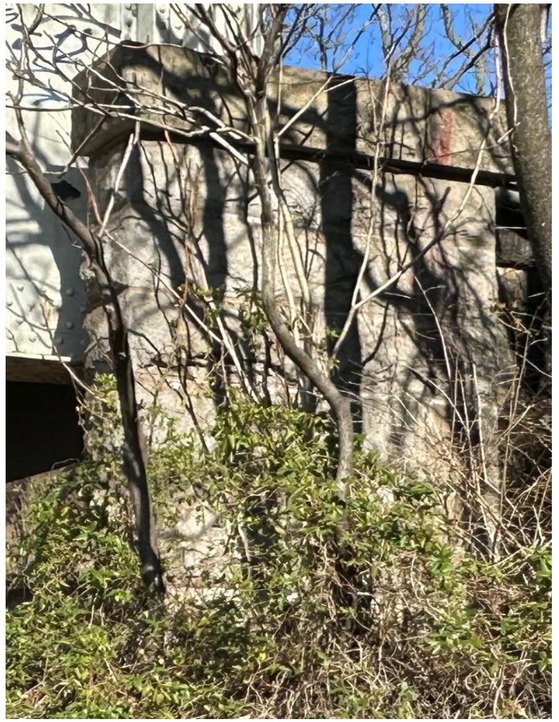
Stone Cladding | Sources for Newly Quarried Stone

The existing stone was sourced from a quarry in Port Deposit, Maryland. The quarry no longer produces large stone blocks.

The design team has been coordinating with three different quarries to provide samples of potential new stone cladding. The design team will be working closely with the Section 106 Signatories to agree upon the stone that best approximates the existing stone without replicating it. Final determination cannot be made until the existing stones have been cleaned. In their current state it is not possible to determine which sample is closest to the existing stone. The contractor will construct a wall sample for approval by the Signatories.

Samples From Potential Quarries

White Mount Airy Granite | Sanstead Grey Granite | Barre Grey Granite

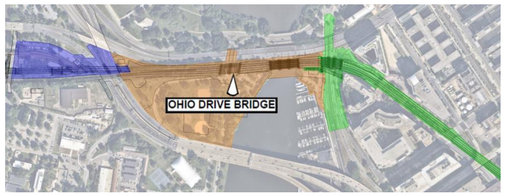


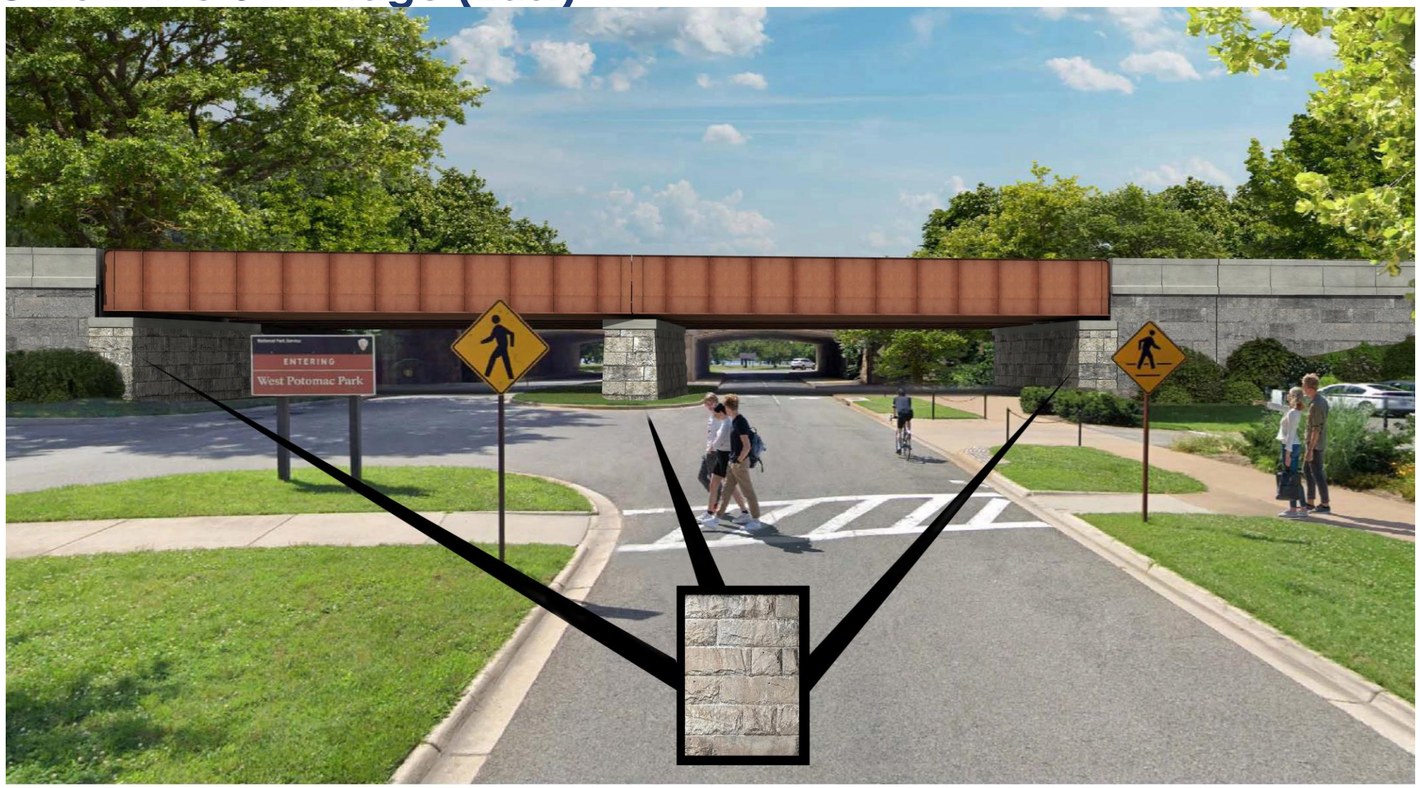
Existing Stone -- Potomac River Bridge

Sample from Port Deposit quarry

Stone Cladding | Re-Use

Ohio Drive SW Bridge (East)





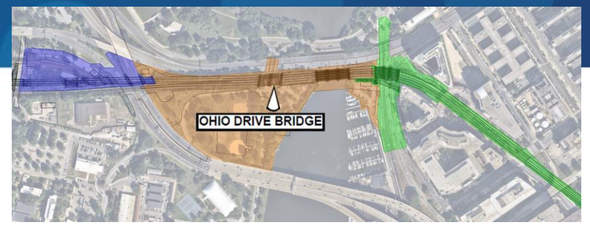
Existing Stone Re-use at Abutments and Pier

Re-Use at Ohio Drive Bridge East

- Existing stone with visible projections on the abutment corners will be used in the same position for the abutment corners on the new bridge
- New abutment and pier faces will use existing stone
- Newly quarried stone for wingwalls and retaining walls

Stone Cladding | Newly Quarried

Ohio Drive SW Bridge (East)



Newly quarried stone at Ohio Drive Bridge Wingwalls, Remaining Bridges and Retaining Walls (Except Wall H and Wall L)

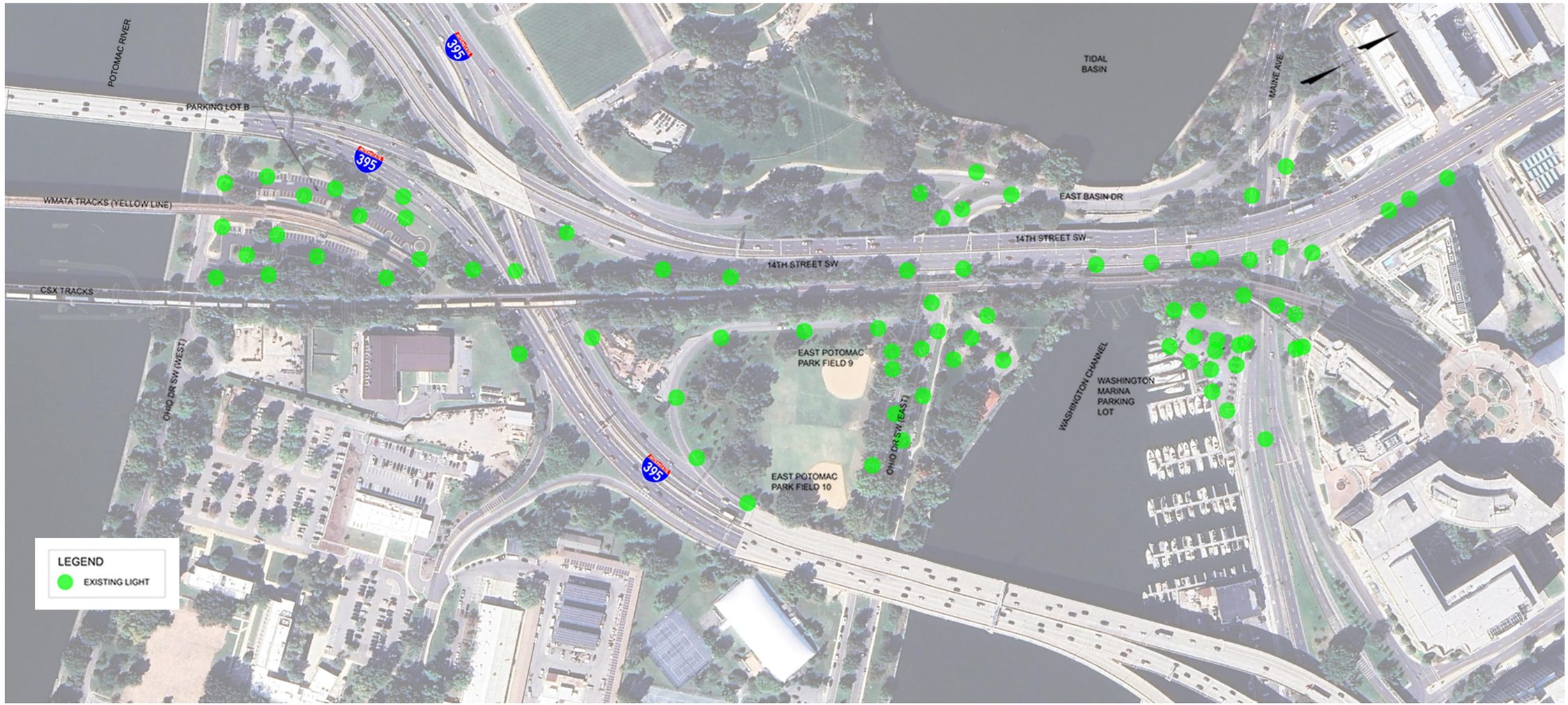
New Stone Cladding at Wingwall

New Stone Cladding at Wingwall, Retaining Wall "I"

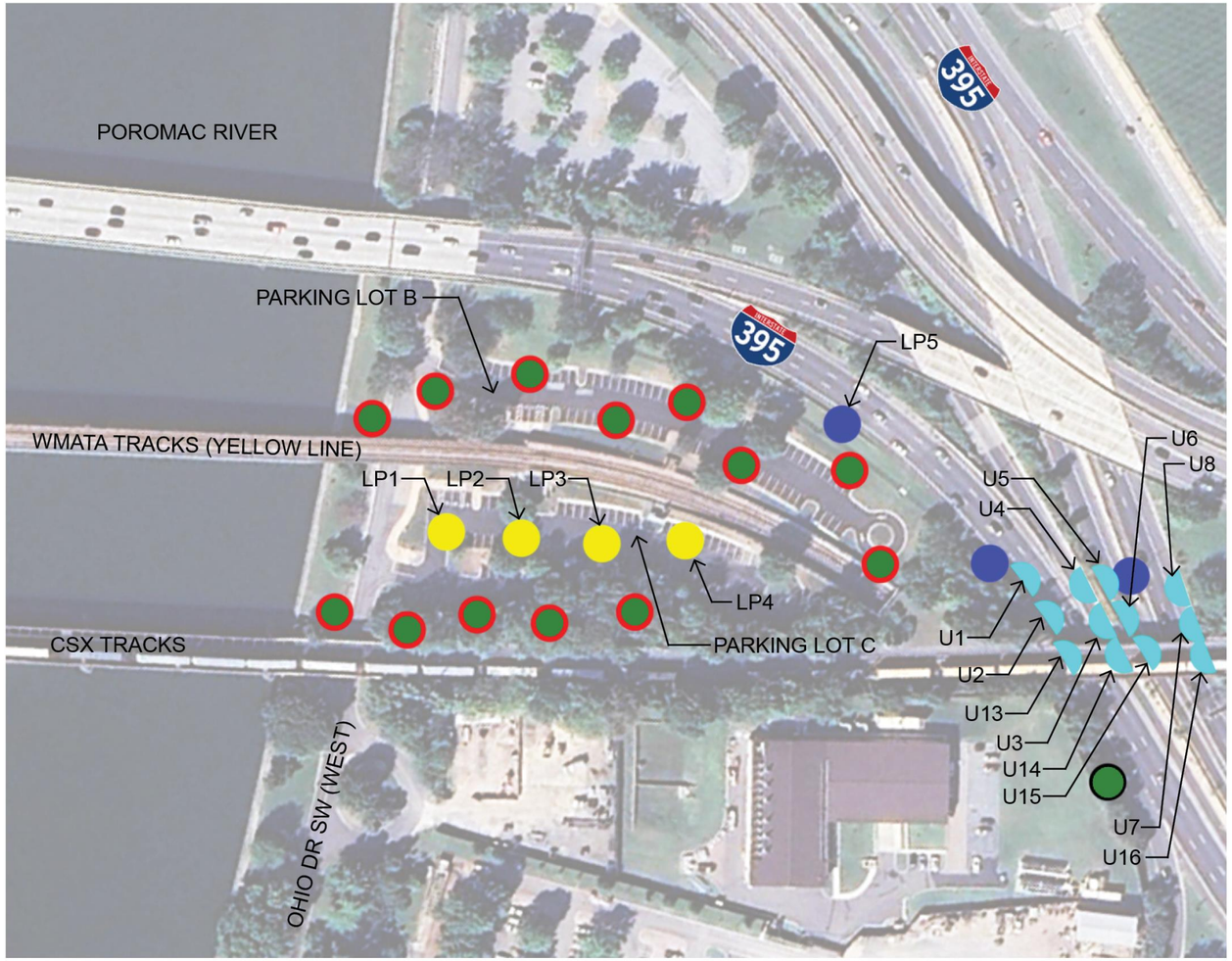
VIRGINIA PASSENGER RAIL AUTHORITY

Lighting

Lighting | Existing



Lighting | Proposed



LEGEND

- EXISTING LIGHT POLE TO REMAIN - STANDARD POLE
- EXISTING LIGHT POLE TO REMAIN - PENDANT POLE
- STANDARD POLE #16

- STANDARD POLE #18

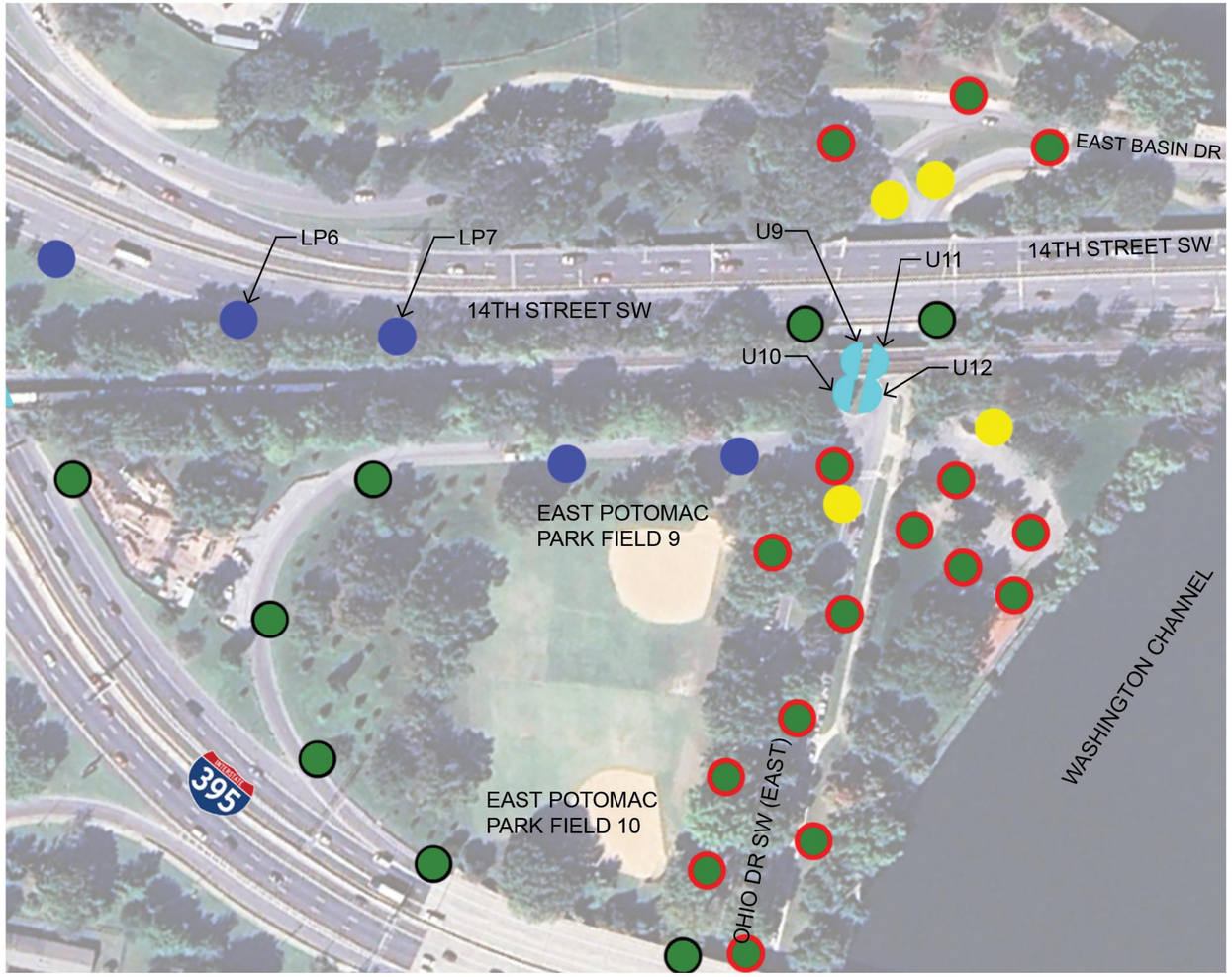
- STANDARD POLE #18, TWIN 20

- PENDANT POST

- AREA LIGHT POLE

- WALL PACK

Lighting | Proposed



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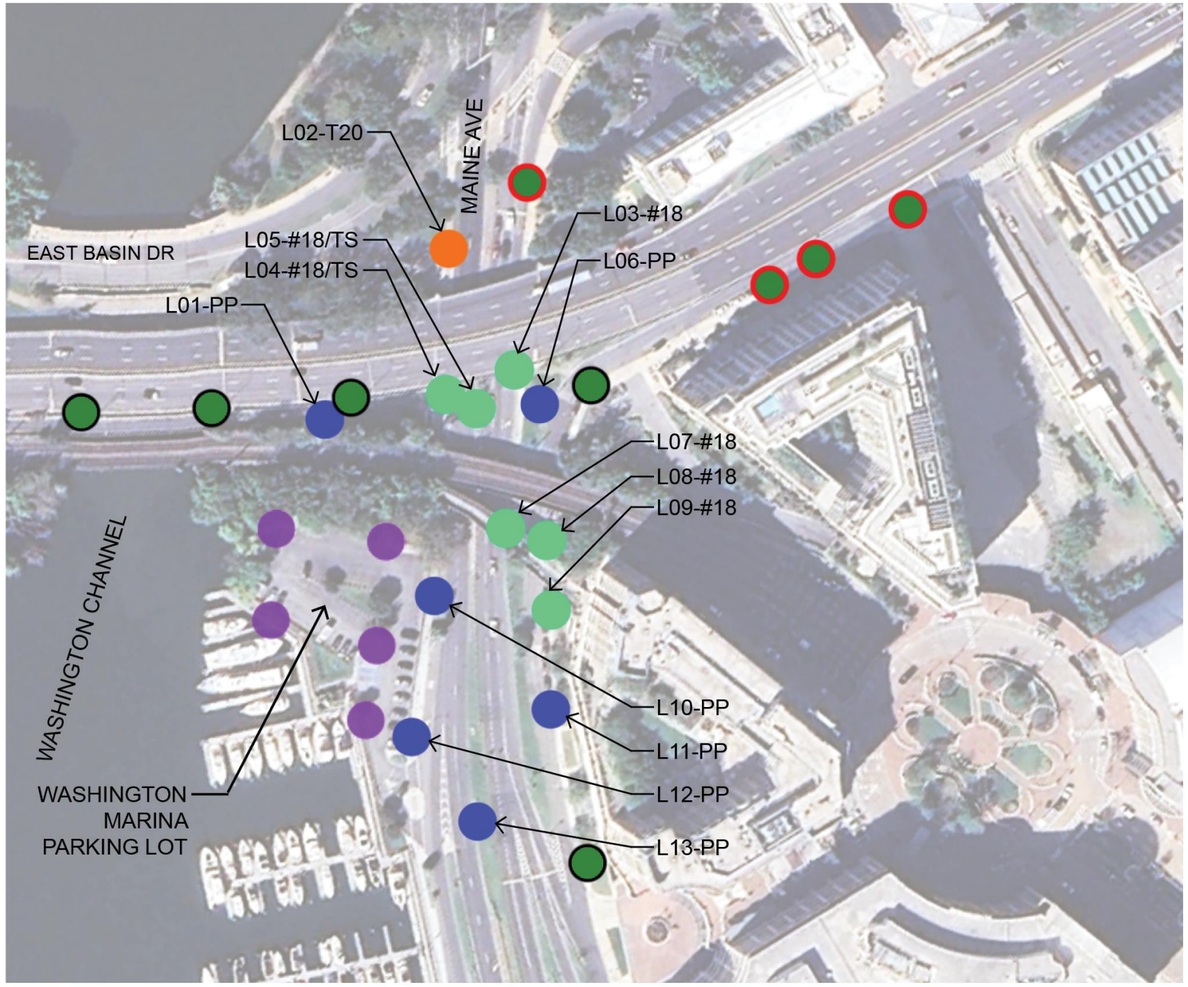
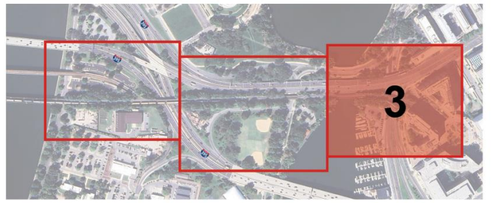
Lighting | Proposed





LEGEND

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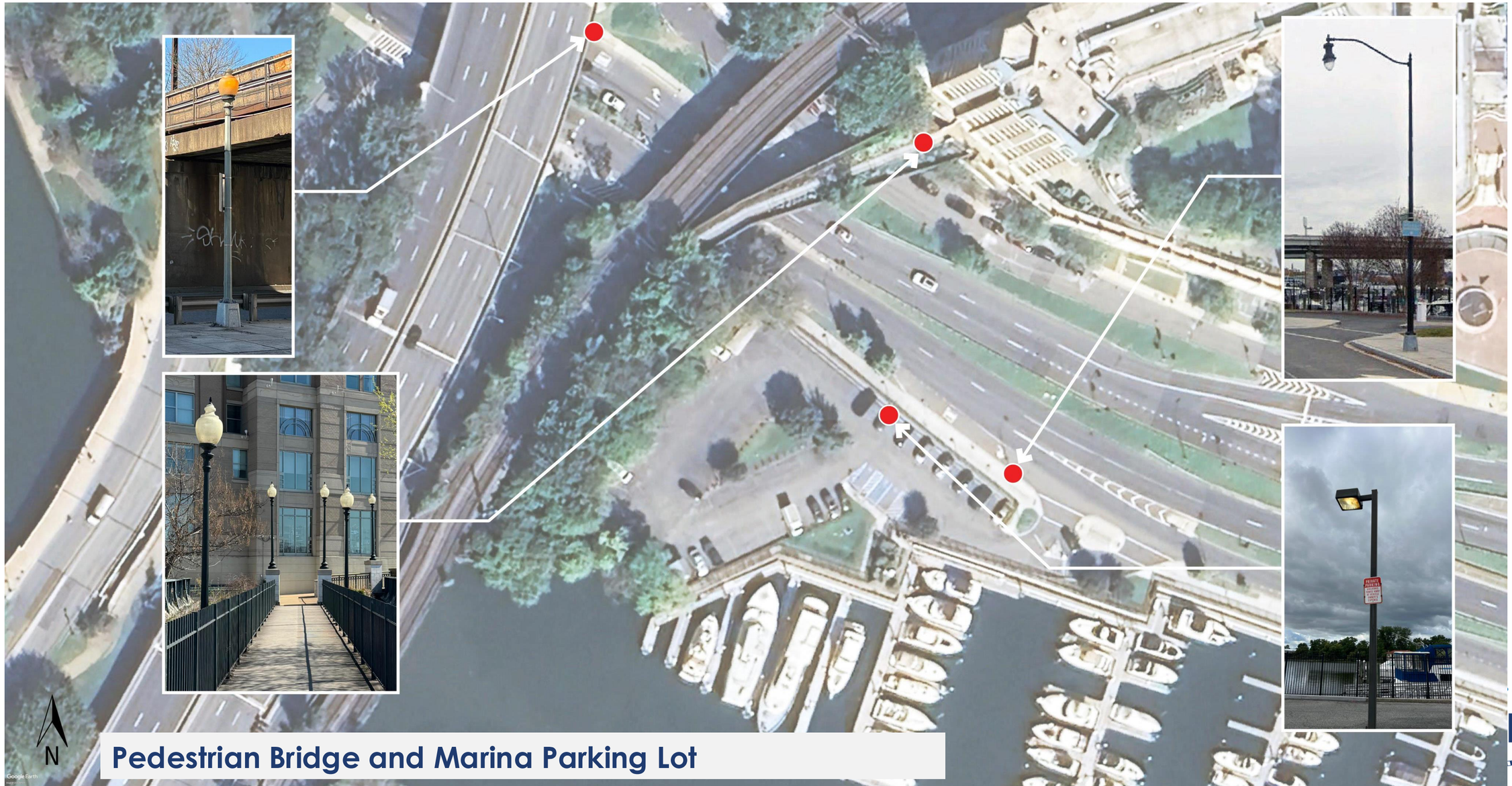
- PENDANT POST

- AREA LIGHT POLE

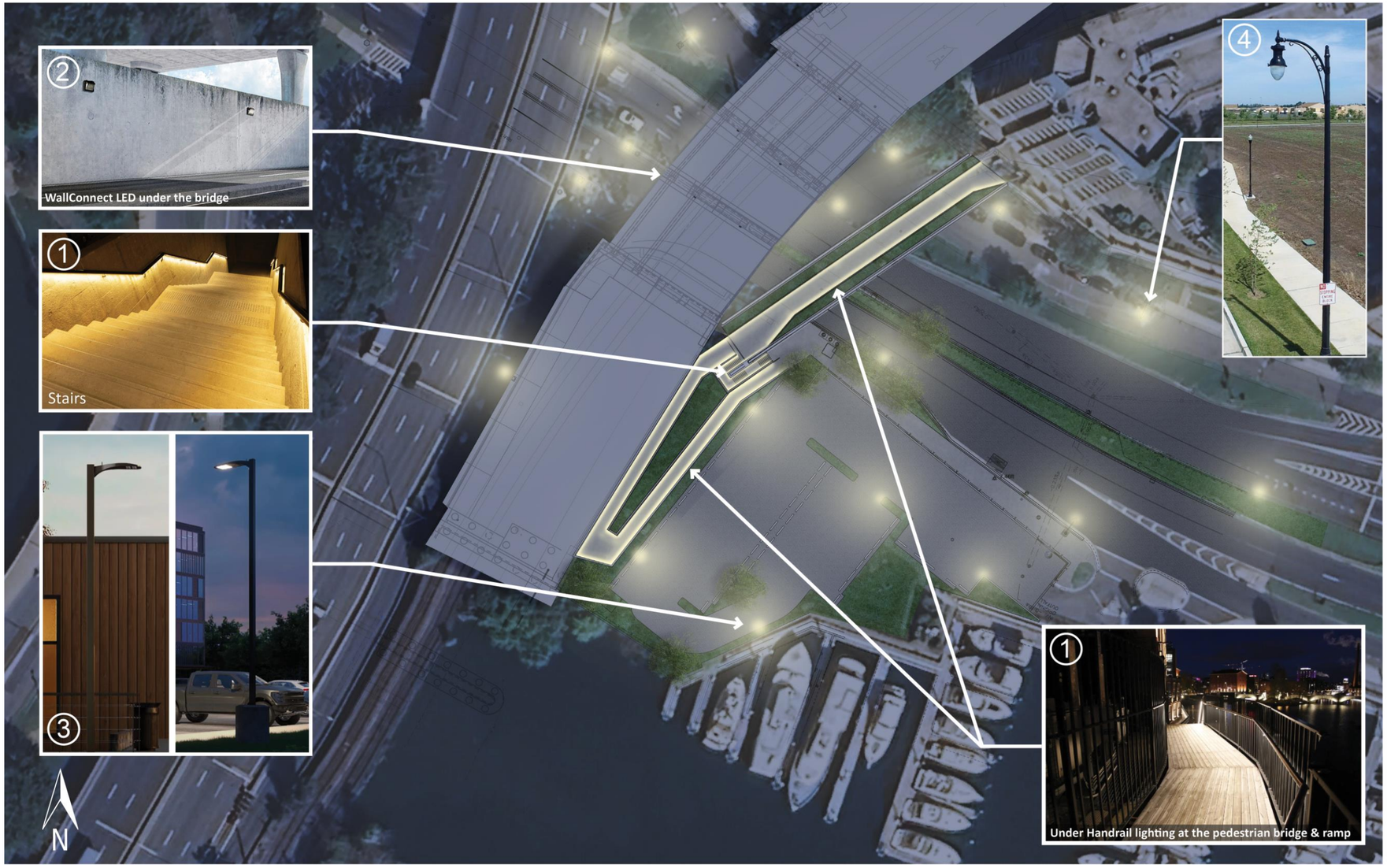
- WALL PACK

Lighting | Existing



Pedestrian Bridge and Marina Parking Lot

Lighting | Proposed



① Pedestrian / Bicycle lighting

- Under Handrail Lighting
  - Both Handrails
  - Stairs
  - Ramp

② • Under Bridge Lighting

③ • Marina parking lot

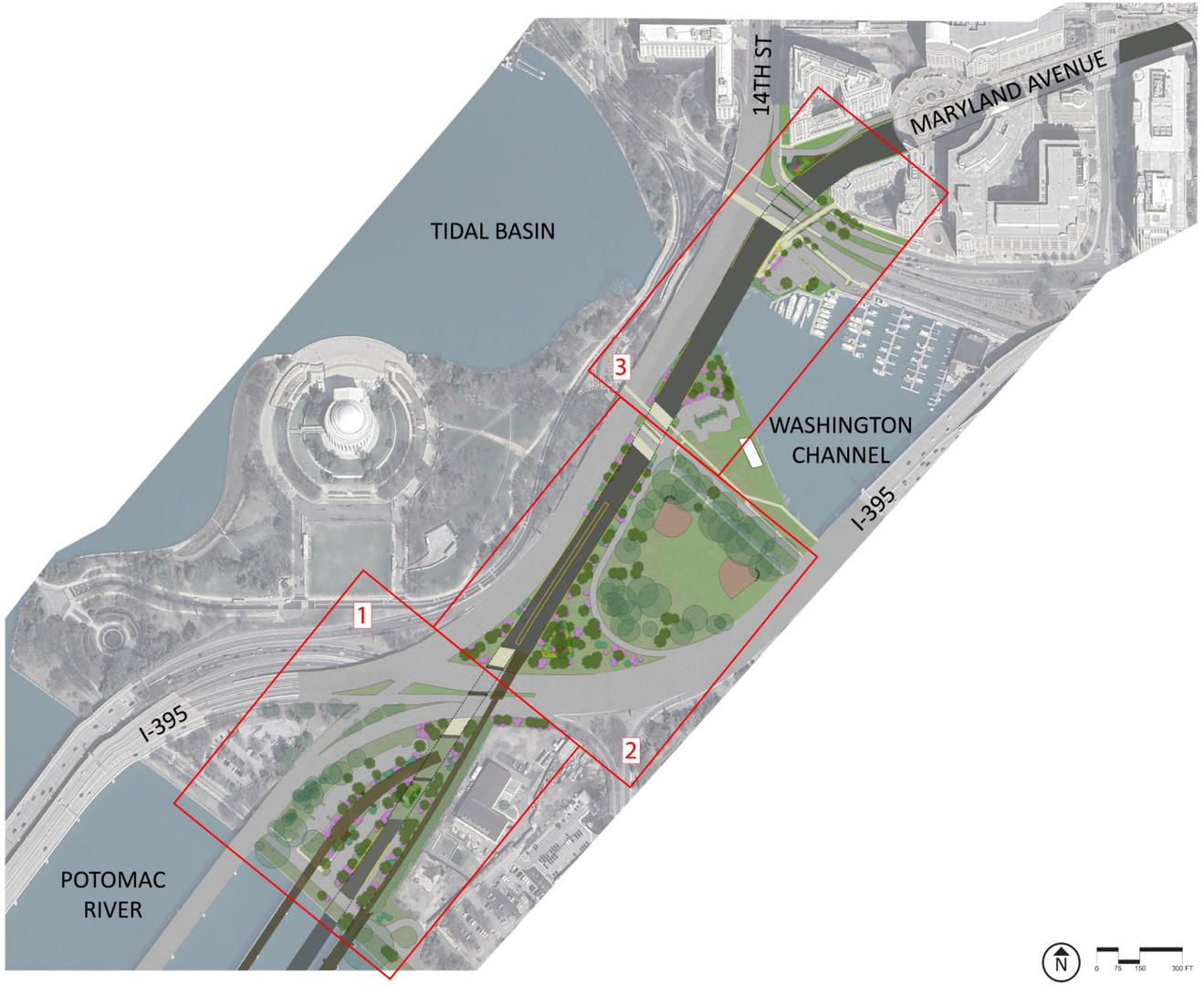
④ • Maiden Avenue Crossswalk

Pedestrian Bridge and Marina Parking Lot

VIRGINIA PASSENGER RAIL AUTHORITY

Landscape Design

Landscape Design Approach



Goals:

- Create a planting palette that aligns with the existing and historic vegetation.
- Use a diverse arrangement of trees to achieve a naturalized character.
- Maintain monumental viewsheds across the site.
- Preserve existing buffer planting at the Marina.
- Vegetate the pedestrian bridge without blocking viewsheds.
- Replace as many existing trees as possible, while providing openings and views to the wall.
- Integrate pollinator species into the planting design.

Plant Palette

Canopy Trees

Acer rubrum – Red Maple

Betula nigra– River Birch

Aesculus flava– Yellow Buckeye

Carya glabra– Pignut

Liquidambar styraciflua– Sweetgum

Nyssa sylvatica– Black Gum

Platanus occidentalis– American Sycamore

Prunus serotina– Black Cherry

Quercus alba– White Oak

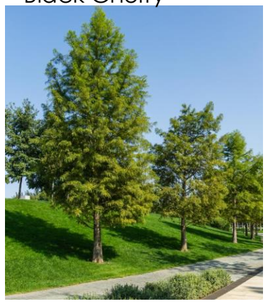
Quercus phellos– Willow Oak

Quercus rubra– Red Oak

Quercus vellutina– Black Oak

Sassafras albidum – Sassafras

Tilia americana– American Linden



Taxodium distichum– Bald Cypress

Ulmus americana 'Princeton' – Princeton Elm

Plant Palette

Flowering Trees

Cercis canadensis– Redbud

Chionanthus virginicus– White Fringetree

Prunus x yedoensis 'Yoshino' – Yoshino Cherry

Prunus virginiana– Choke Cherry

Magnolia virginiana– Sweetbay Magnolia

Lagerstroemia indica– Crape Myrtle

Evergreen Trees

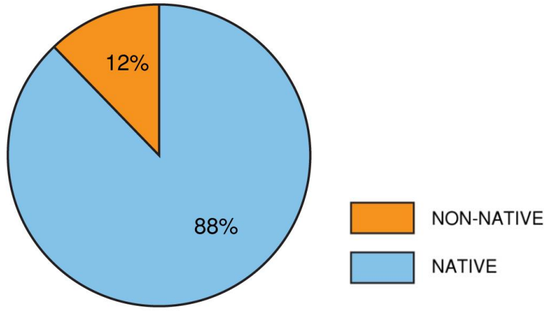
Ilex cornuta – Chinese Holly

Ilex opaca– American Holly

Ilex opaca 'Jersey Knight'– American Holly (male)

Pinus strobus – White Pine

Proposed Tree Planting – Native Status



Plant Palette

Shrubs

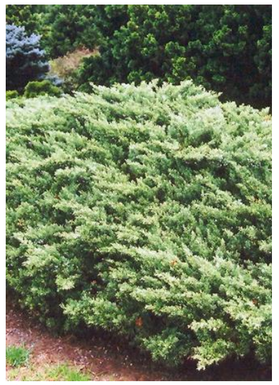
Cephalanthus occidentalis- Buttonbush

Clethra alnifolia- Summersweet

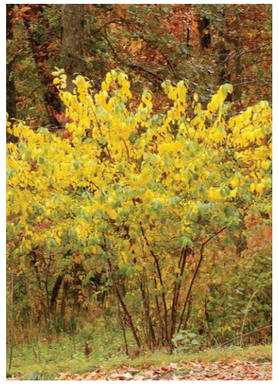
Cornus sericea- Red Twig Dogwood

Ilex glabra - Dwarf Holly

Ilex verticillata- Winterberry Holly



Juniperus squamata expansa- Parson's Juniper

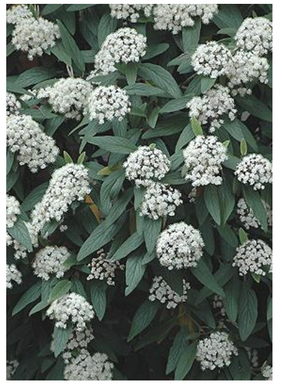


Lindera benzoin- Spicebush

Rhus aromatica- Fragrant Sumac

Vaccinium angustifolium - Lowbush blueberry

Viburnum dentatum - Arrowwood Viburnum



Viburnum rhytidophyllum - Leatherleaf Viburnum

Ribes americanum- American Black Current

Plant Palette

Groundcover

Aruncus dioicus- Goat's Beard

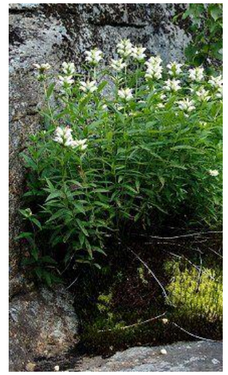
Asclepias syriaca- Common Milkweed

Baptista australis- Blue False Indigo

Carex pensylvanica- Pennsylvania Sedge

Carex stricta- Tussock Sedge

Chasmanthium latifolium- Northern Sea Oats



Chelone glabra- White Turtlehead

Chrysogonum virginianum- Golden Knee

Echinacea purpurea- Coneflower

Eutrochium purpureum - Joe Pye Weed

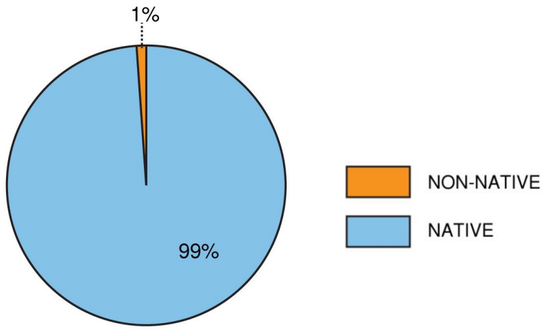
Panicum virgatum- Switchgrass

Penstemon digitalis- Beardtongue

Polystichum acrostichoides- Christmas Fern

Symphyotrichum novae-angliae- New England Aster

Proposed Shrubs/Perennials Planting – Native Status



Pollinators

Cornus sericea- Red Twig Dogwood

Ribes americanum- American Black Current

Asclepias syriaca- Common Milkweed

Rhododendron periclymenoides – Pinxterbloom Azalea

Hibiscus moscheutos– Swamp Mallow

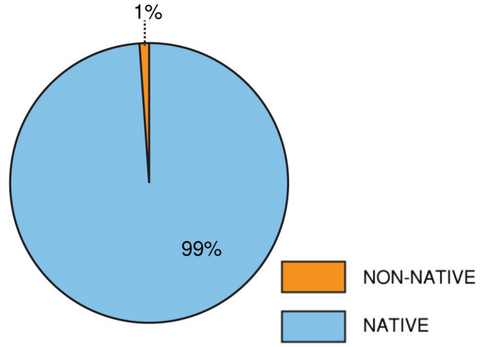
Verbena hastata– Blue Vervain

Chrysogonum virginianum- Golden Knee

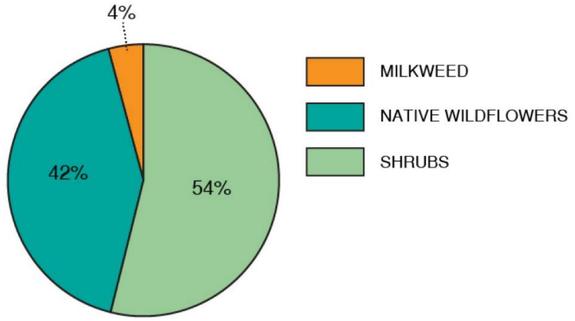
Eutrochium purpureum - Joe Pye Weed

Phlox subulata- Moss Phlox

Proposed Shrubs/Perennials Planting – Native Status



Proposed Bioretention Planting Composition



Plant Bloom Schedule

	QTY	BOTANICAL NAME	COMMON NAME	EARLY SPRING	MID SPRING	LATE SPRING	EARLY SUMMER	MID SUMMER	LATE SUMMER	EARLY FALL	MID FALL	LATE FALL	EARLY WINTER	MID WINTER	LATE WINTER
Shrub	20	*Cornus sericea*	Red Twig Dogwood												
Shrub	29	*Rhododendron periclymenoides*	Pinxterbloom Azalea												
Shrub	22	*Ribes americanum*	American Black Currant												
Shrub	24	*Hibiscus moscheutos*	Swamp Mallow												
Perennial	80	*Asclepias syriaca*	Common Milkweed												
Perennial	120	*Chrysogonum virginianum*	Golden Knee												
Perennial	100	*Verbena hastata*	Blue Vervain												
Perennial	30	*Eupatorium purpureum*	Joe Pye Weed												
Perennial	400	*Phlox subulata*	Moss Phlox												

Site 1

AREA 1
LANDSCAPE AESTHETIC

AREA 1 KEYMAP

The landscaping design intent throughout the project area is to emulate the naturalized clustering and spacing of existing trees throughout the park space, and to plant a diverse range of tree sizes to recreate the successional nature of the existing space. Trees are clustered and spaced to provide views through the trees and to the proposed bridges and walls within the landscape.

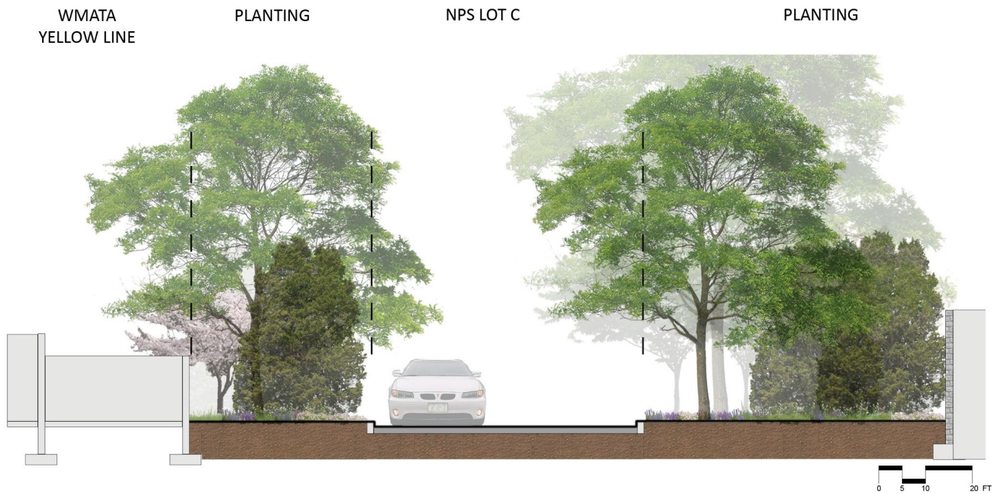
Right: illustrative plan showing the proposed landscape conditions throughout area 1.

LEGEND

- EXISTING TREE TO REMAIN
- CANOPY TREE
- UNDERSTORY TREE
- EVERGREEN TREE
- RETAINING WALL
- BRIDGE ABOVE

Site 1

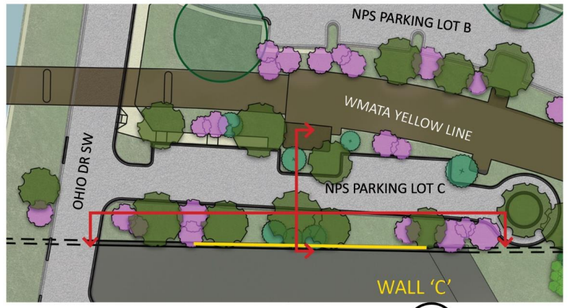
OHIO DRIVE SW (WEST) LANDSCAPE AESTHETIC



WALL 'C' LANDSCAPE SECTION

Top: Section through proposed Wall 'C' and existing WMATA wall.
Bottom: Elevation at Wall 'C' illustrating the spacing and clustering of proposed trees.
Right: Plan showing elevation and section cut of Wall 'C'

KEYMAP

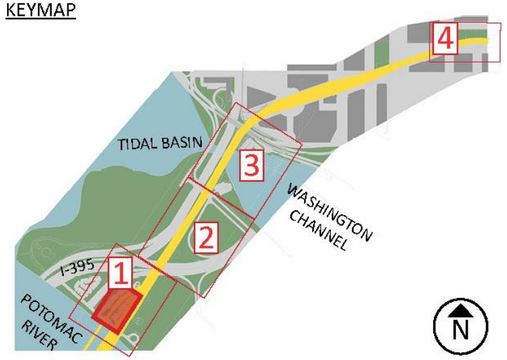


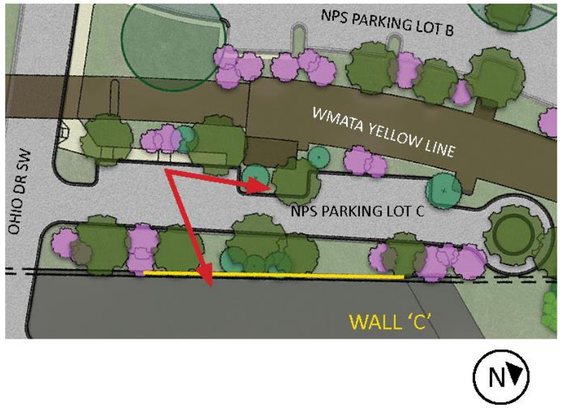
WALL 'C' LANDSCAPE PLAN

WALL 'C' LANDSCAPE ELEVATION

Site 1 - Perspective

KEYMAP



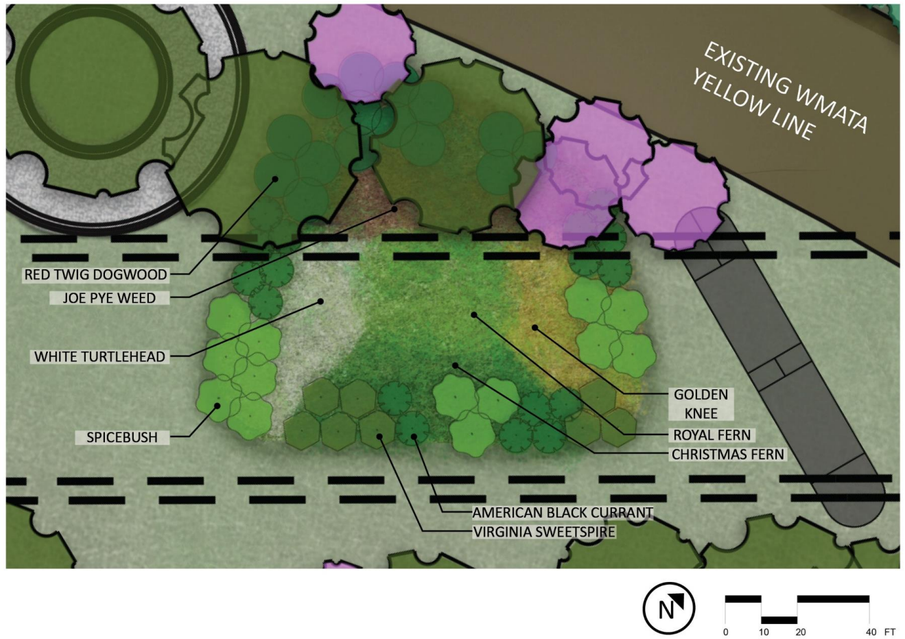


Left: Perspective rendering showing landscape design of NPS parking lot C and tree plantings near the proposed long bridge

WALL 'C' - LANDSCAPE PERSPECTIVE

Site 1

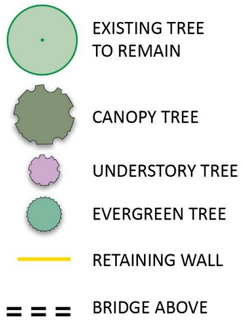
BIORETENTION
LANDSCAPE AESTHETIC



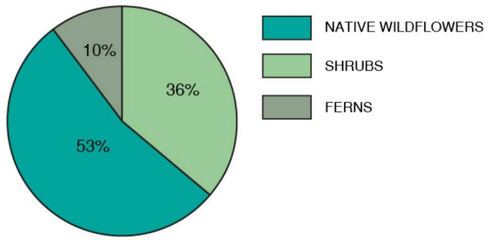
Top left: Plan illustrating proposed pollinator and bioretention species within the proposed bioretention area beneath proposed Long Bridge and along Ohio Drive SW.
Bottom: Schedule of proposed species fit for shady conditions beneath proposed bridge and chart illustrating bloom times for each proposed species.

AREA 1 KEYMAP

LEGEND



PROPOSED BIORETENTION PLANTING COMPOSITION



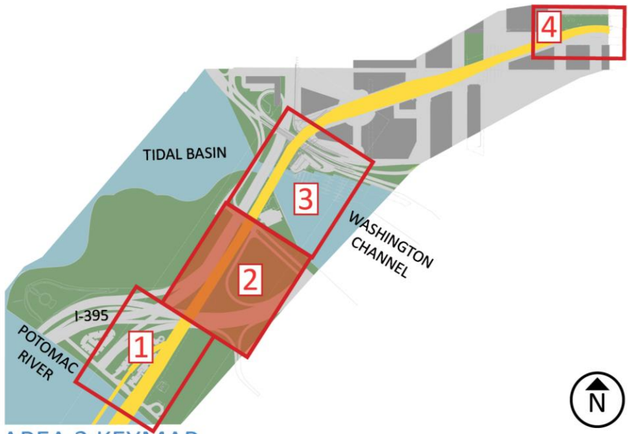
PLANTING SCHEDULE

POLLINATOR SCHEDULE

	QTY	BOTANICAL NAME	COMMON NAME	EARLY SPRING	MID SPRING	LATE SPRING	EARLY SUMMER	MID SUMMER	LATE SUMMER	EARLY FALL	MID FALL	LATE FALL	EARLY WINTER	MID WINTER	LATE WINTER
Shrub	15	*Cornus sericea*	Red Twig Dogwood												
Shrub	17	*Ribes americanum*	American Black Currant												
Shrub	13	*Lindera benzoin*	Spicebush												
Shrub	8	*Itea virginica*	Virginia Sweetspire												
Perennial	90	*Eupatorium purpureum*	Joe Pye Weed												
Perennial	1080	*Chrysogonum virginianum*	Golden Knee												
Perennial	56	*Chelone glabra*	White Turtlehead												
Fern	52	*Osmunda regalis*	Royal Fern												
Fern	88	*Polystichum acrostichoides*	Christmas Fern												

Site 2

AREA 2
LANDSCAPE AESTHETIC



AREA 2 KEYMAP

AREA 2 PROPOSED PLANTING

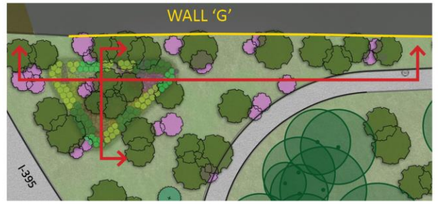
Right: illustrative plan showing the proposed landscape conditions throughout area 2.

Site 2

I-395 (WEST)
LANDSCAPE AESTHETIC

WALL ‘G’ LANDSCAPE SECTION

KEYMAP



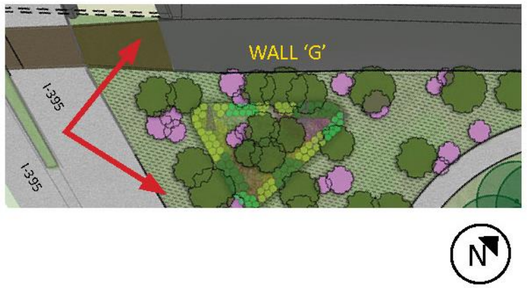
WALL ‘G’ LANDSCAPE PLAN

WALL ‘G’ LANDSCAPE ELEVATION

Top Left: Section at Wall ‘G’ showing topography change at the bioretention area and range of species proposed within the bioretention area.
Right: Plan showing elevation and section cut of Wall ‘G’
Bottom: Elevation at Wall ‘G’ illustrating the spacing and clustering of proposed trees.

Site 2 - Perspective

KEYMAP



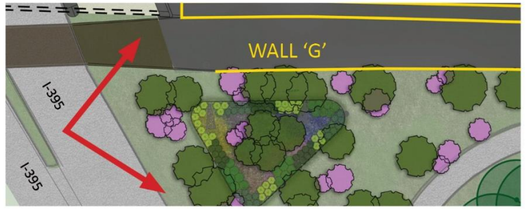
Left: Perspective rendering showing landscape design next to wall "G", tree plantings adjacent to the proposed long bridge, and a bioretention pond

Site 2 - Perspective

MAINE AVENUE SW
LANDSCAPE AESTHETIC

WALL ‘G’ - LANDSCAPE PERSPECTIVE

KEYMAP

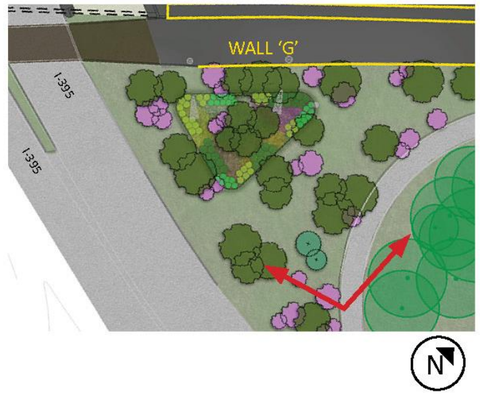


Left: Perspective rendering showing landscape design next to wall “G”, tree plantings adjacent to the proposed long bridge, and a bioretention pond

Site 2 - Perspective

MAINE AVENUE SW
LANDSCAPE AESTHETIC

KEYMAP

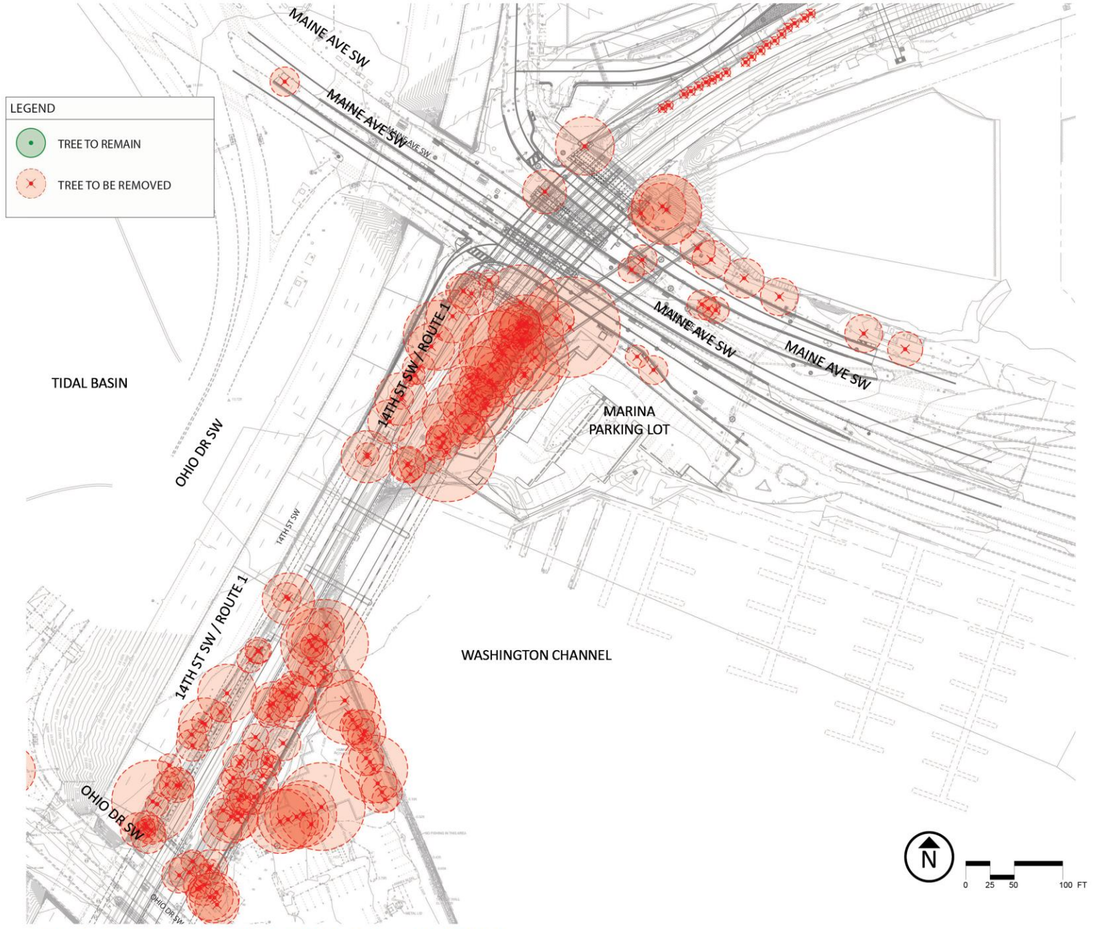


Left: Perspective rendering showing landscape design next to the I-395 off ramp, tree plantings adjacent to the proposed bridge and highwayI-395 , and a bioretention pond

Site 3

AREA 3
TREE PRESERVATION

AREA 3 KEYMAP



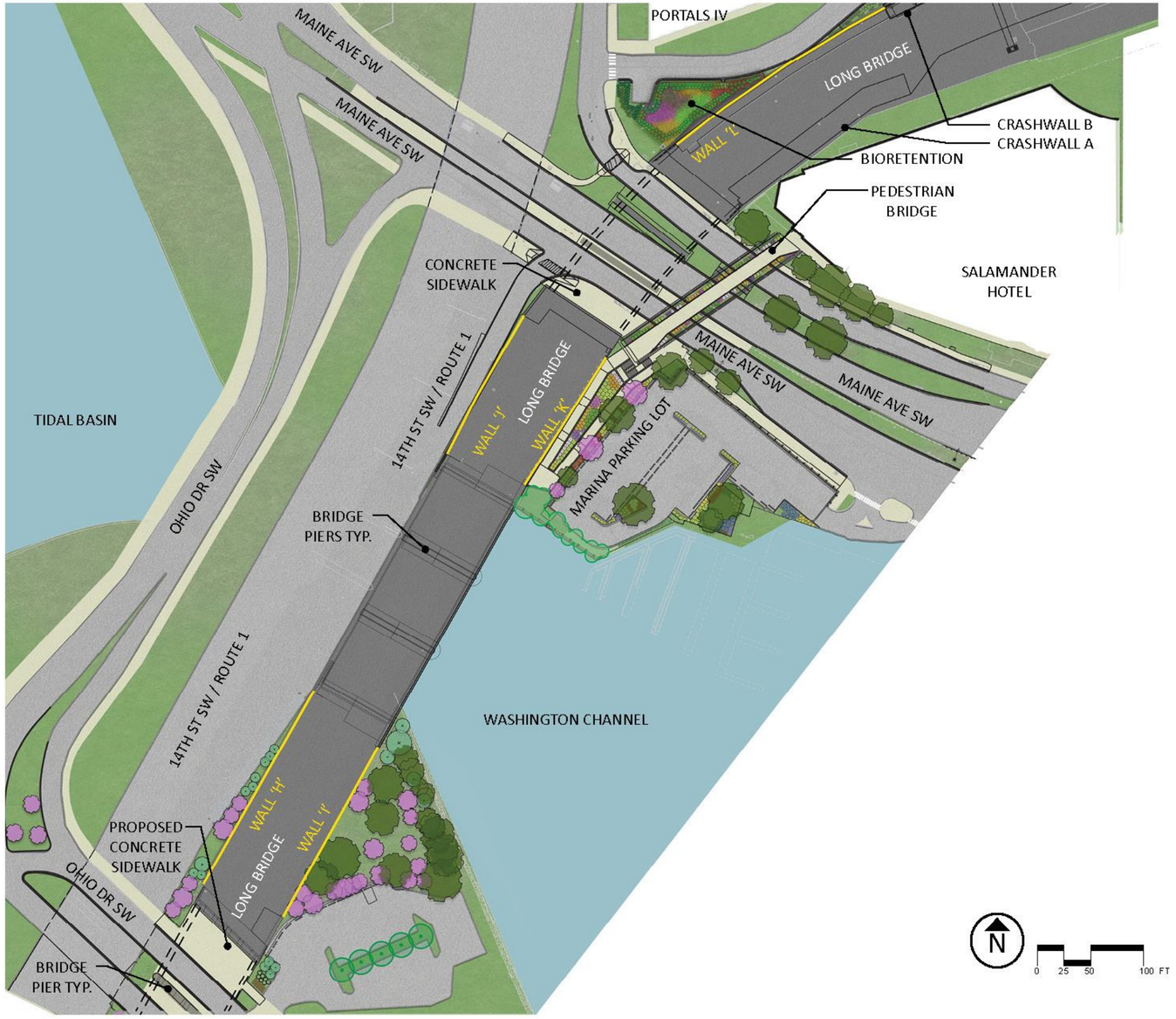
AREA 3 TREE PRESERVATION AND REMOVAL

Right: Diagram illustrating trees to be protected and trees to be removed due to impacts from construction efforts

Site 3

AREA 3
LANDSCAPE AESTHETIC

AREA 3 KEYMAP

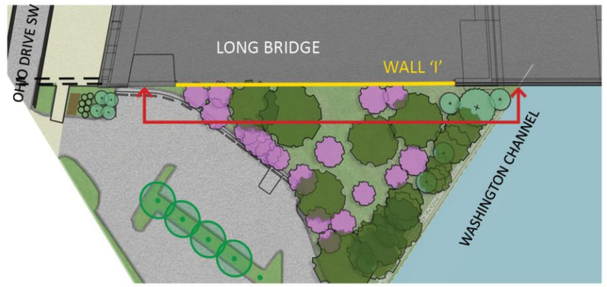


AREA 3 PROPOSED PLANTING

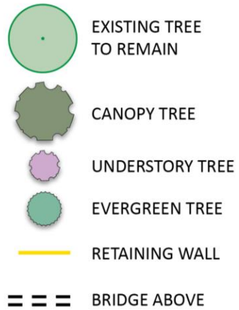
Right: illustrative plan showing the proposed landscape conditions throughout Area 3.

Site 3

OHIO DRIVE SW (EAST)
LANDSCAPE RESTORATION



WALL 'I' LANDSCAPE PLAN

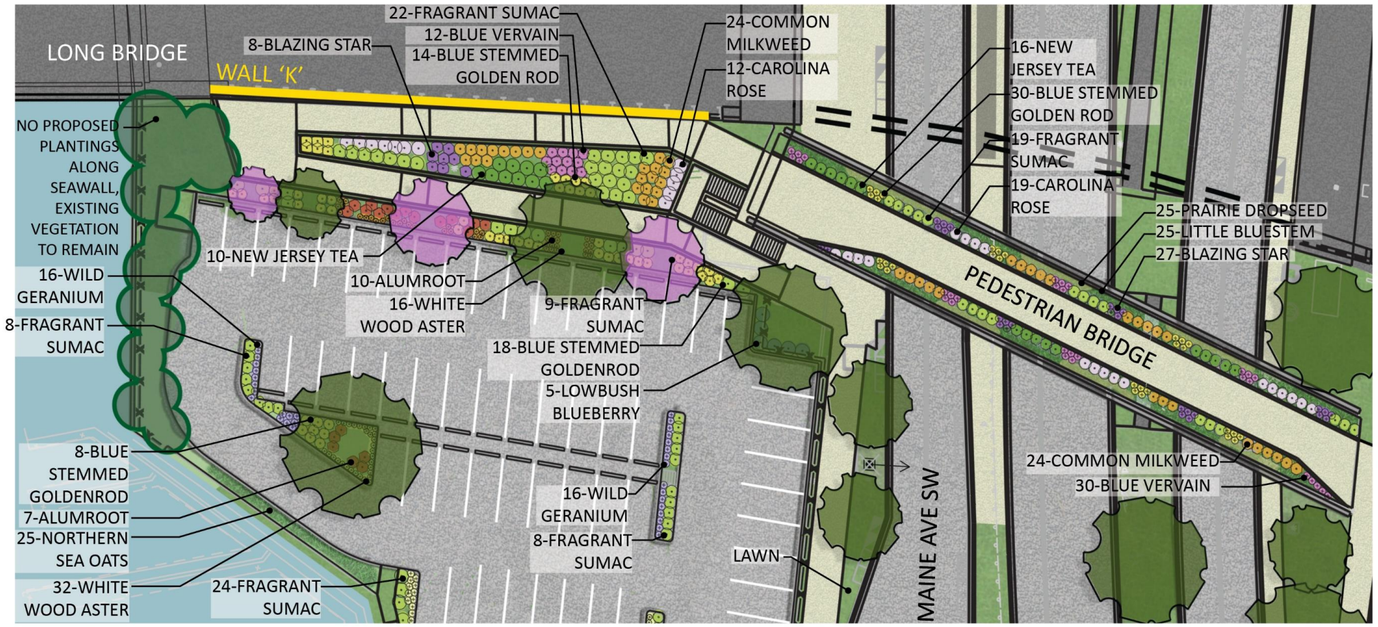


Top left: Plan showing section cut at Wall 'I'.
Bottom: Elevation at Wall 'I' illustrating the spacing and clustering of proposed trees.

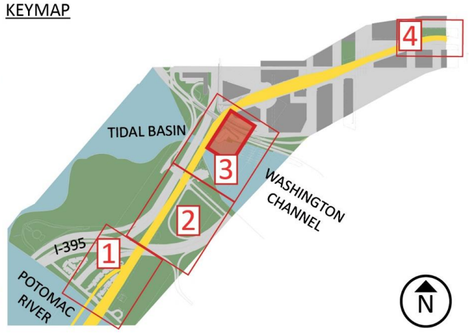
WALL 'I' LANDSCAPE ELEVATION

Site 3

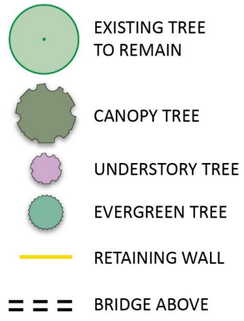
MAINE AVENUE SW
LANDSCAPE AESTHETIC



KEYMAP



LEGEND



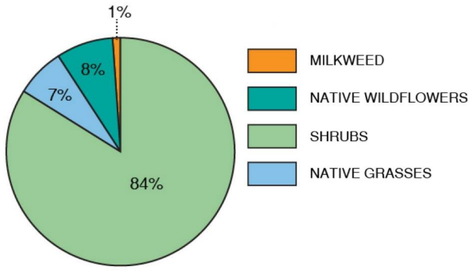
WALL 'K' LANDSCAPE PLAN

Top left: Plan illustrating proposed pollinator and shrub species within the proposed parking lot and pedestrian bridge planting areas along Wall 'K'.
Bottom: Schedule of proposed species and chart illustrating bloom times for each proposed species.

PLANTING SCHEDULE

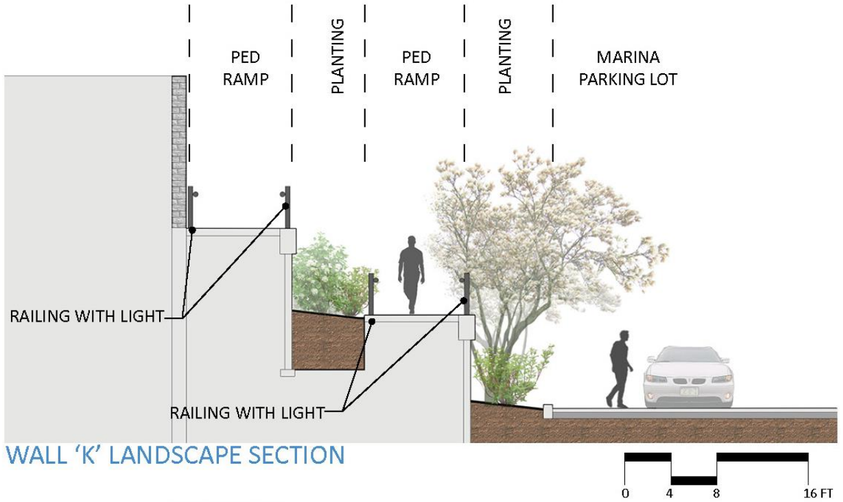
	QTY	BOTANICAL NAME	COMMON NAME	EARLY SPRING	MID SPRING	LATE SPRING	EARLY SUMMER	MID SUMMER	LATE SUMMER	EARLY FALL	MID FALL	LATE FALL	EARLY WINTER	MID WINTER	LATE WINTER
Shrub	26	*Ceanothus americanus*	New Jersey Tea												
Shrub	90	*Rhus aromatica 'Gro-Low'*	Fragrant Sumac												
Shrub	31	*Rosa carolina*	Carolina Rose												
Shrub	25	*Vaccinium angustifolium*	Lowbush blueberry												
Grass	25	*Chasmanthium latifolium*	Northern Sea Oats												
Grass	25	*Schizachyrium scoparium*	Little Bluestem												
Grass	25	*Sporobolus heterolepis*	Prairie Dropseed												
Perennial	48	*Asclepias syriaca*	Common Milkweed												
Perennial	42	*Verbena hastata*	Blue Vervain												
Perennial	90	*Eurybia divaricata*	White Wood Aster												
Perennial	60	*Geranium maculatum*	Wild Geranium												
Perennial	30	*Heuchera americana*	Alumroot												
Perennial	27	*Liatris spicata*	Blazing Star												
Perennial	30	*Solidago caesia*	Blue-stemmed Goldenrod												

PROPOSED PLANTING COMPOSITION



Site 3

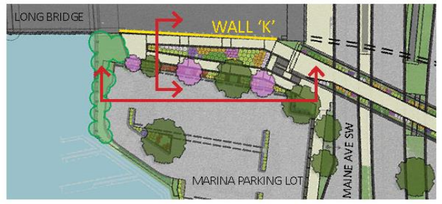
MAINE AVENUE SW
LANDSCAPE AESTHETIC



WALL 'K' LANDSCAPE SECTION

Right: Plan showing section and elevation cut at Wall 'K'.
Top Left: Section at Wall 'K' illustrating the tree and shrub planting along the proposed pedestrian ramp.
Bottom: Elevation at Wall 'K' illustrating the spacing and clustering of proposed trees and shrubs.

KEYMAP



WALL 'K' LANDSCAPE PLAN

WALL 'K' LANDSCAPE ELEVATION

Site 3

MAINE AVENUE SW
LANDSCAPE AESTHETIC

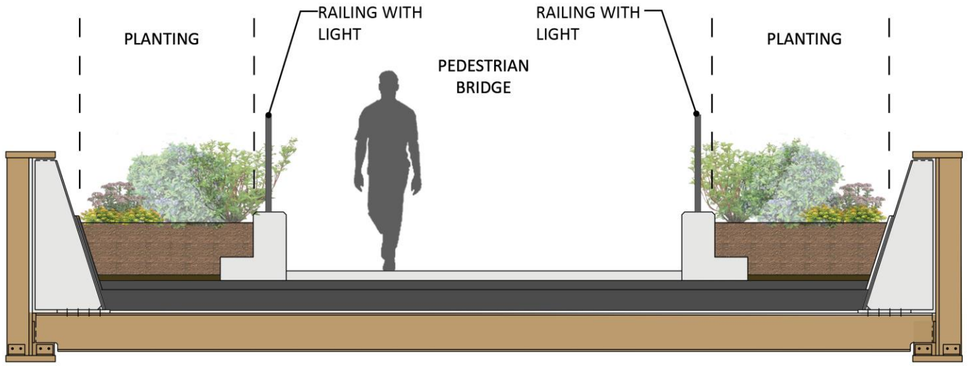
WALL 'K' - LANDSCAPE PERSPECTIVE

KEYMAP

Left: Perspective rendering showing landscape design of the marina parking lot and the new Maine Ave pedestrian bridge

Site 3

MAINE AVENUE SW LANDSCAPE AESTHETIC

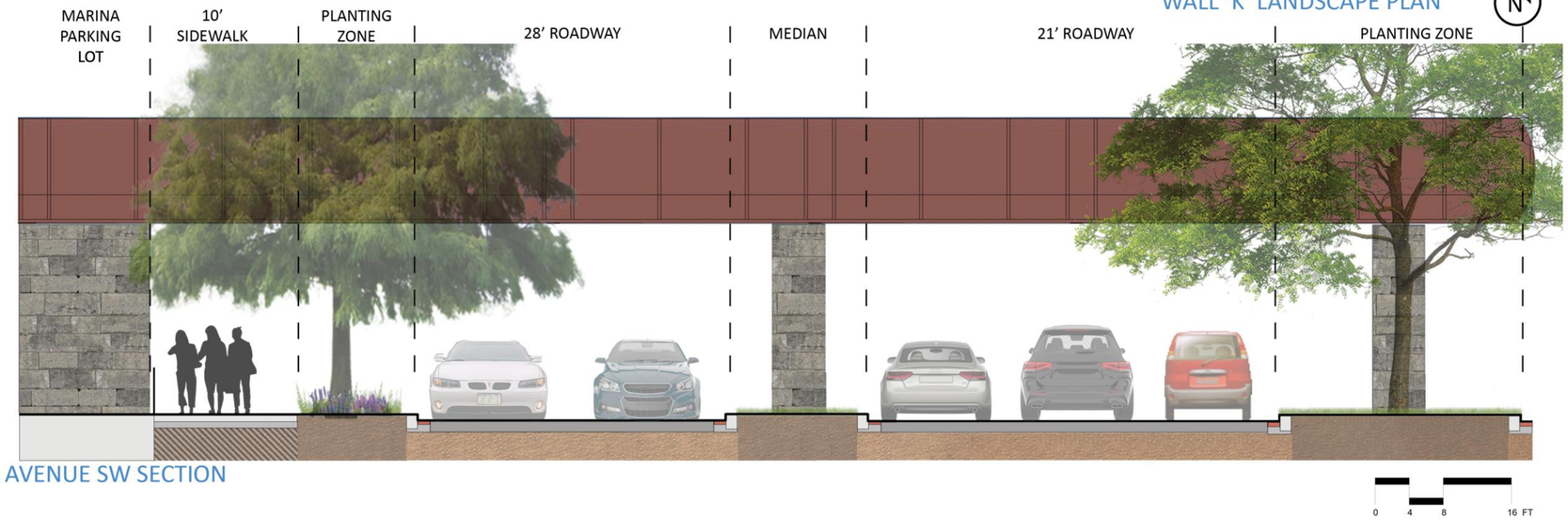


PEDESTRIAN BRIDGE SECTION

Right: Plan showing section and elevation cut at Maine Ave SW.
Top Left: Section at Pedestrian bridge illustrating proposed shrubs and perennial species.
Bottom: Elevation at Wall 'K' illustrating street tree planting at Maine Ave SW.

KEYMAP

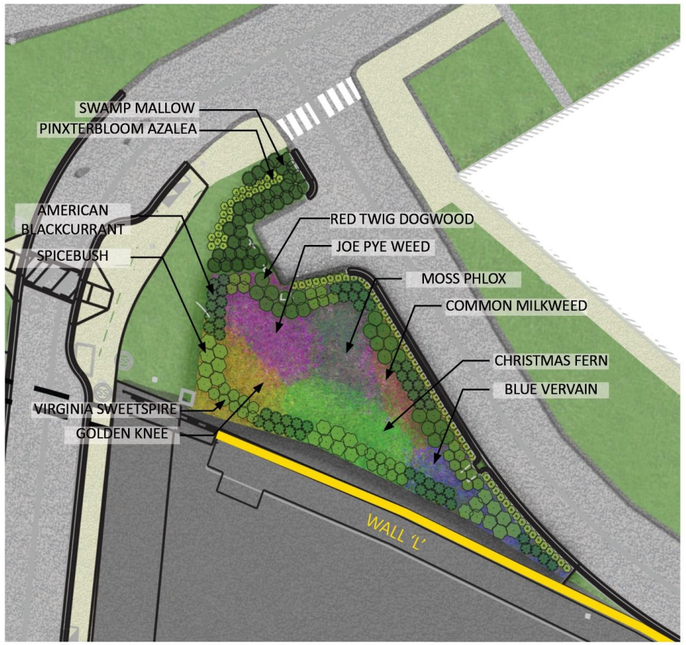
WALL 'K' LANDSCAPE PLAN



MAINE AVENUE SW SECTION

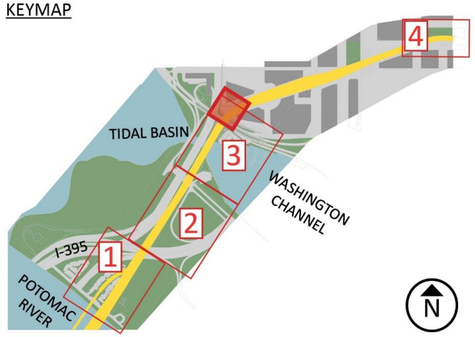
Site 3

MAINE AVENUE SW
LANDSCAPE AESTHETIC

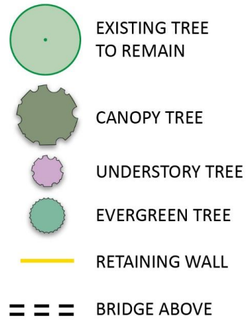


Top left: Plan illustrating proposed pollinator and bioretention species within the proposed bioretention area along Wall 'L' and Maine Ave SW.
Bottom: Schedule of proposed species and chart illustrating bloom times for each proposed species.

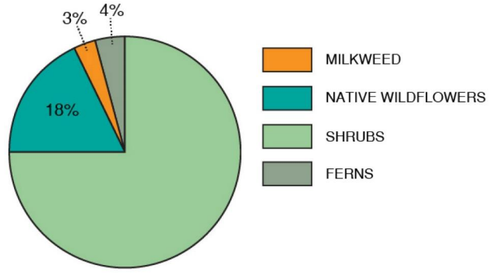
KEYMAP

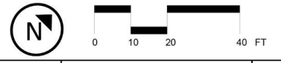


LEGEND



PROPOSED BIORETENTION PLANTING COMPOSITION



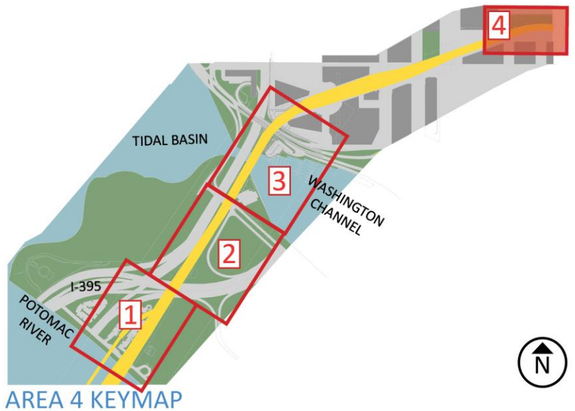


PLANTING SCHEDULE

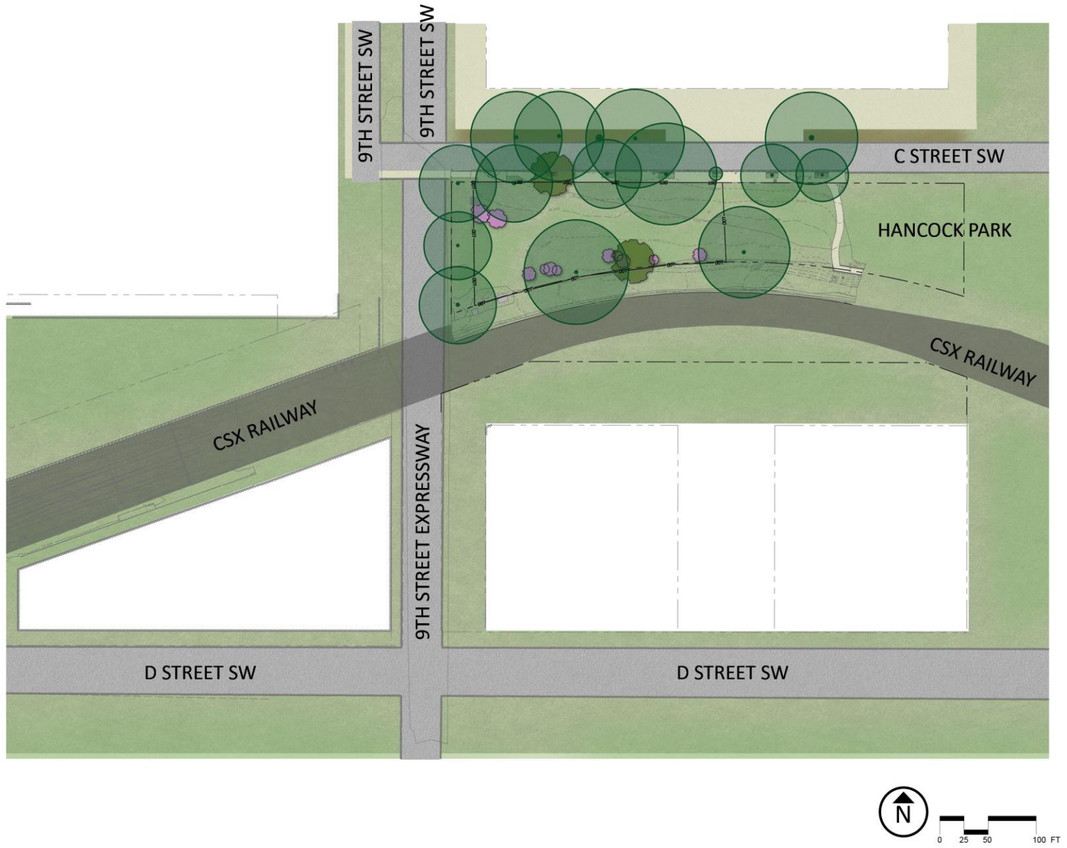
	QTY	BOTANICAL NAME	COMMON NAME	EARLY SPRING	MID SPRING	LATE SPRING	EARLY SUMMER	MID SUMMER	LATE SUMMER	EARLY FALL	MID FALL	LATE FALL	EARLY WINTER	MID WINTER	LATE WINTER
Shrub	22	*Cornus sericea*	Red Twig Dogwood												
Shrub	53	*Ribes americanum*	American Black Currant												
Shrub	23	*Lindera benzoin*	Spicebush												
Shrub	36	*Itea virginica*	Virginia Sweetspire												
Shrub	79	*Rhododendron periclymenoides*	Pinxterbloom Azalea												
Shrub	36	*Hibiscus moscheutos*	Swamp Mallow												
Perennial	16	*Eupatorium purpureum*	Joe Pye Weed												
Perennial	180	*Chrysogonum virginianum*	Golden Knee												
Perennial	200	*Verbena hastata*	Blue Vervain												
Perennial	120	*Asclepias syriaca*	Common Milkweed												
Perennial	400	*Phlox subulata*	Moss Phlox												
Fern	200	*Polystichum acrostichoides*	Christmas Fern												

Site 4

AREA 4
LANDSCAPE AESTHETIC



AREA 4 KEYMAP

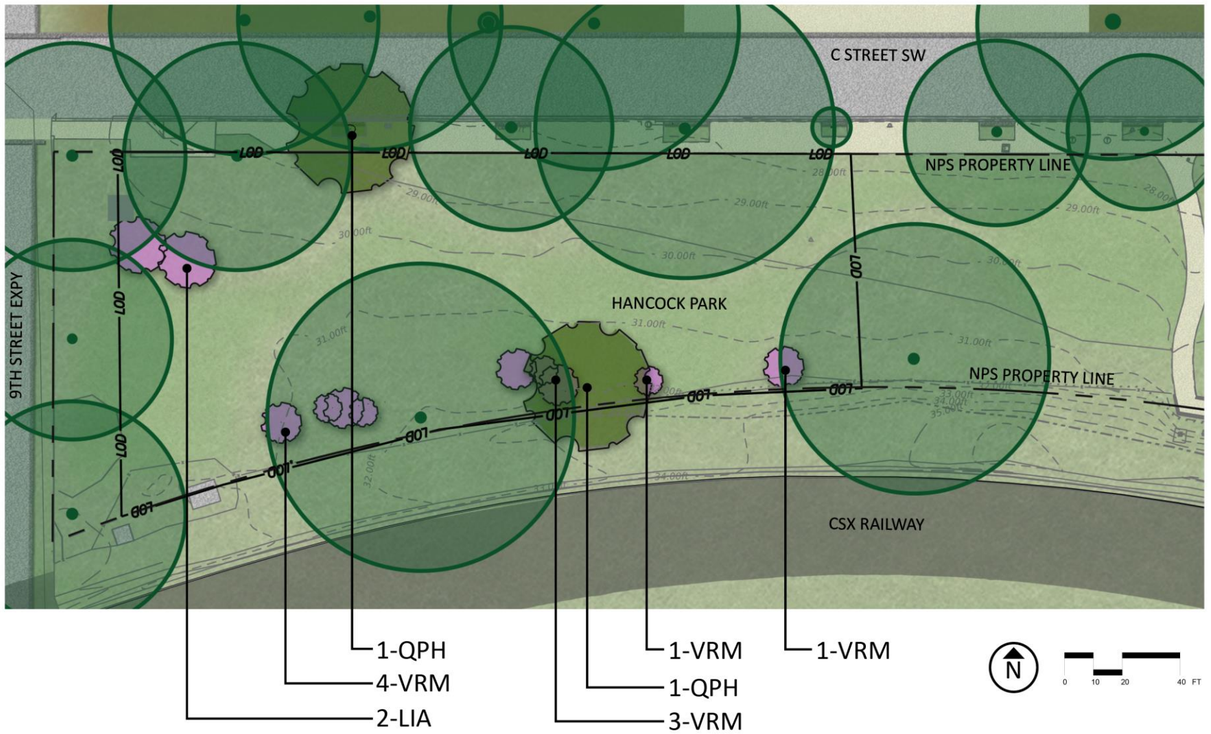


AREA 4 PROPOSED PLANTING

Right: illustrative plan showing the proposed landscape conditions throughout Area 4.

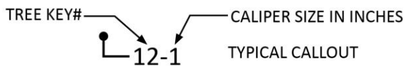
Site 4

HANCOCK PARK
LANDSCAPE RESTORATION

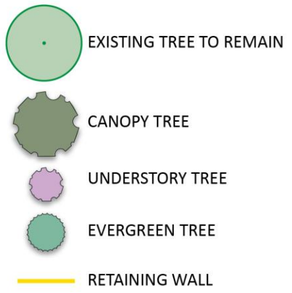


KEYMAP

Top left: Proposed plan illustrating tree species throughout Hancock Park.
Bottom Right: Schedule of proposed tree species. The historic reference column identifies the basis of selection.



LEGEND



PLANTING SCHEDULE

QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	HISTORIC JUSTIFICATION
Canopy Trees				
2	QPH	Quercus phellos	Willow Oak	Potomac Riverfront Section CLR, p. 166; East Potomac Park CU, p. 141
Flowering Trees				
2	LIA	Lagerstroemia indica	Crape Myrtle	Existing planting
9	VRM	Viburnum rhytidophyllum	Leatherleaf Viburnum	Existing planting

VIRGINIA PASSENGER RAIL AUTHORITY

U.S. Commission of Fine Arts

Long Bridge North Project
Revised Concept Approval Submittal

April 2025