



LONG BRIDGE PROJECT



District Department of Transportation



U.S. Department of Transportation
Federal Railroad Administration

Project Purpose and Need

- The purpose of the project is to address reliability and long-term railroad capacity issues in the Long Bridge corridor
- The Proposed Action is needed to
 - increase *capacity* to meet projected demand for passenger and freight rail services
 - improve operational *flexibility* and *resiliency* to support railroad operations and on-time performance
 - provide *redundancy* for critical link in the local, regional, and national railroad network

Train Operator	Current Trains/Day	2040 Trains/Day	Percent Increase
CSXT	18	42	133%
Amtrak	24	44	83%
VRE	34	92	188%
MARC	0	8	--
Norfolk Southern	0	6	--

On-Time Performance		
	Current	2040
Amtrak	69%	16%
VRE	94%	48%

Project Overview

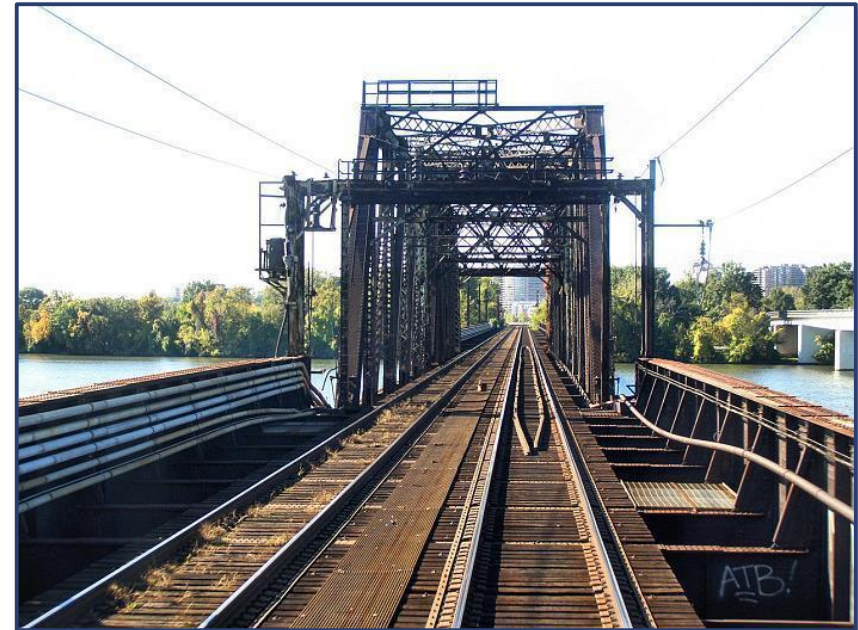
Project consists of improvements to the Long Bridge and related railroad infrastructure from Crystal City Station to Control Point Virginia interlocking near 3rd Street, SW in Washington

- Phase I — 2015
 - Feasibility study of the rehabilitation or replacement of the bridge
 - Identified short-term and long-term multimodal needs
- Phase II — 2015 - 2017
 - Draft Purpose and Need Statement
 - Notice of Intent to prepare an EIS
 - Long-range service plan
 - Concept screening
 - Agency and Public Coordination Plan
- Phase III — 2017 - 2019
 - Alternatives development
 - Environmental impact analysis
 - Development of EIS and Record of Decision



Existing Long Bridge Conditions

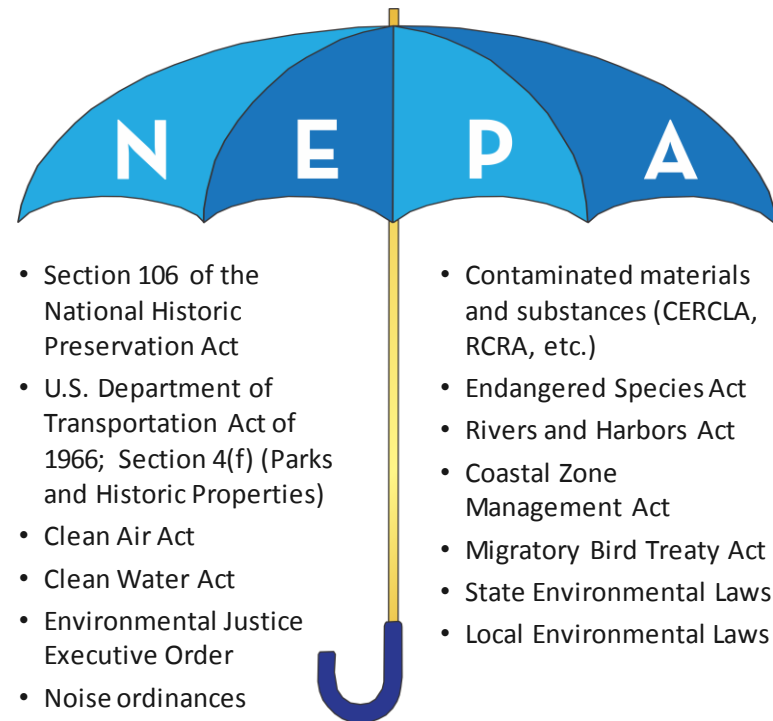
- Two-track steel truss railroad bridge owned by CSX Transportation
- Serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
- Serves a total of 76 trains per day
- Three tracks approaching the bridge from the north and south
- Only freight railroad bridge connecting Virginia to DC – next closest crossing is Harpers Ferry, WV
- Constructed in 1904 -- contributing element to East and West Potomac Parks Historic District



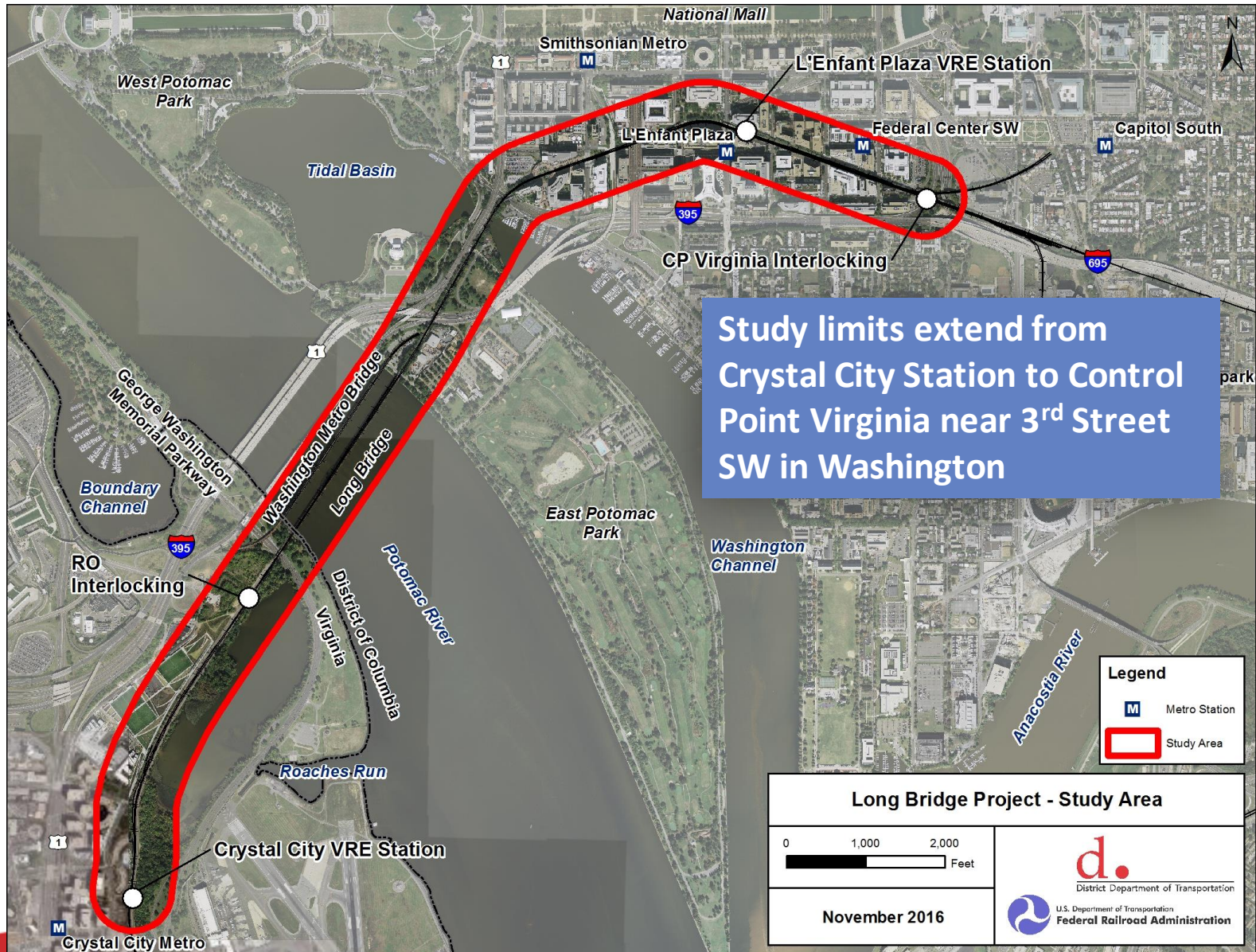
What is NEPA?

- National Environmental Policy Act of 1969 (NEPA) creates the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making
- The Long Bridge Project's compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public review/comment
- FRA is the lead Federal agency and DDOT is the joint lead agency for the EIS

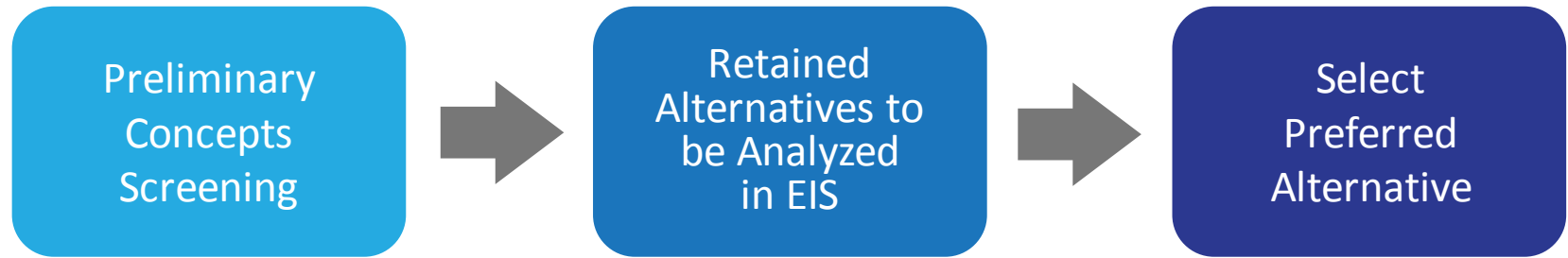
NEPA is an “umbrella” law that encourages integrated compliance with other environmental laws so that other proposed project’s impacts are comprehensively evaluated before implementation



EIS Study Area



Alternatives Development and Screening



- EIS will consider a range of alternatives to address the issues in the Long Bridge corridor, including a No Action Alternative
- Preliminary concepts will first be screened to determine those most reasonable based on criteria from the Purpose and Need and comments received during scoping period
- Potential Screening Criteria
 - Does the concept accommodate future railroad capacity needs?
 - Does the concept provide operational flexibility and operational reliability?
 - Is the concept consistent with Federal, State, Regional, and Local Plans? Does the concept improve connections for rail passengers and allow freight trains to access the freight rail network?
 - Does the concept provide redundant infrastructure to allow operations to continue during maintenance or an emergency?

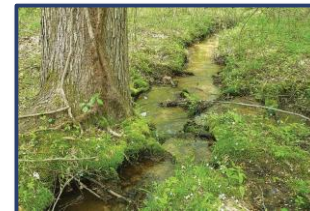
Preliminary Concepts

1	No Build
2	2-track Bridge (Replace)
3	3-track Crossing
3A	3-track Crossing with Bike-Pedestrian Path
3B	3-track Crossing with Streetcar
3C	3-track Crossing with General Purpose Vehicle Lanes
4	3-track Tunnel
5	4-track Crossing
5A	4-track Crossing with Bike-Pedestrian Path
5B	4-track Crossing with Streetcar
5C	4-track Crossing with General Purpose Vehicle Lanes

6	4-track Tunnel
7	2-track Crossing; 2-track Tunnel
8	5+ track Crossing and/or Tunnel
8A	5+ track Crossing and/or Tunnel with Bike-Pedestrian Path
8B	5+ track Crossing and/or Tunnel with Streetcar
8C	5+ track Crossing and/or Tunnel with General Purpose Vehicle Lanes
9	New Location

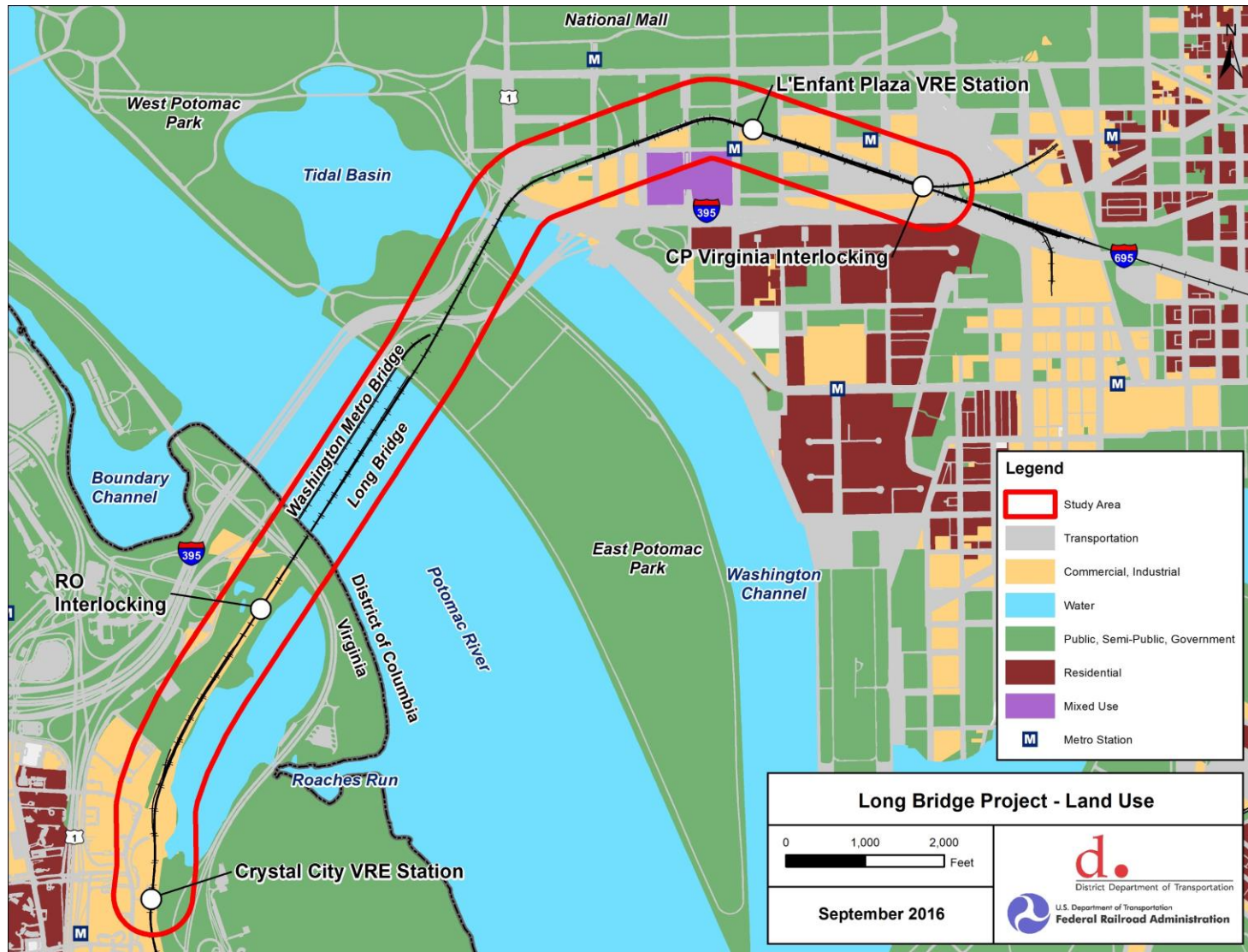
Environmental Considerations

- Transportation
- Social and economic conditions
- Property acquisition
- Parks and recreational resources
- Visual and aesthetic resources
- Historic and archaeological resources
- Air quality
- Aquatic navigation
- Greenhouse gas emissions and resilience
- Noise and vibration
- Ecology (including wetlands, water and sediment quality, floodplains, and biological resources)
- Threatened and endangered species
- Hazardous waste and contaminated materials
- Environmental Justice



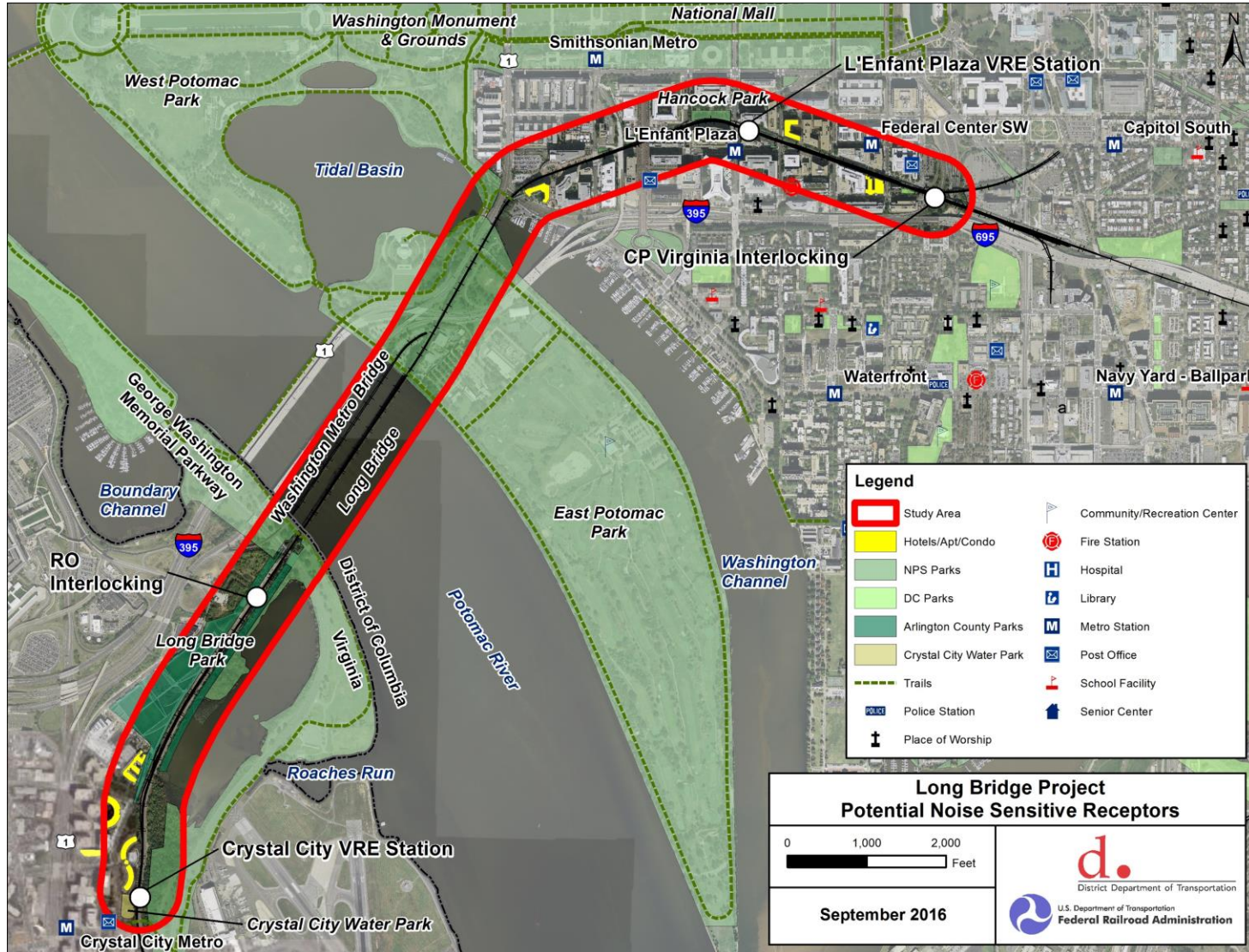
Environmental Considerations

Land Use/Zoning



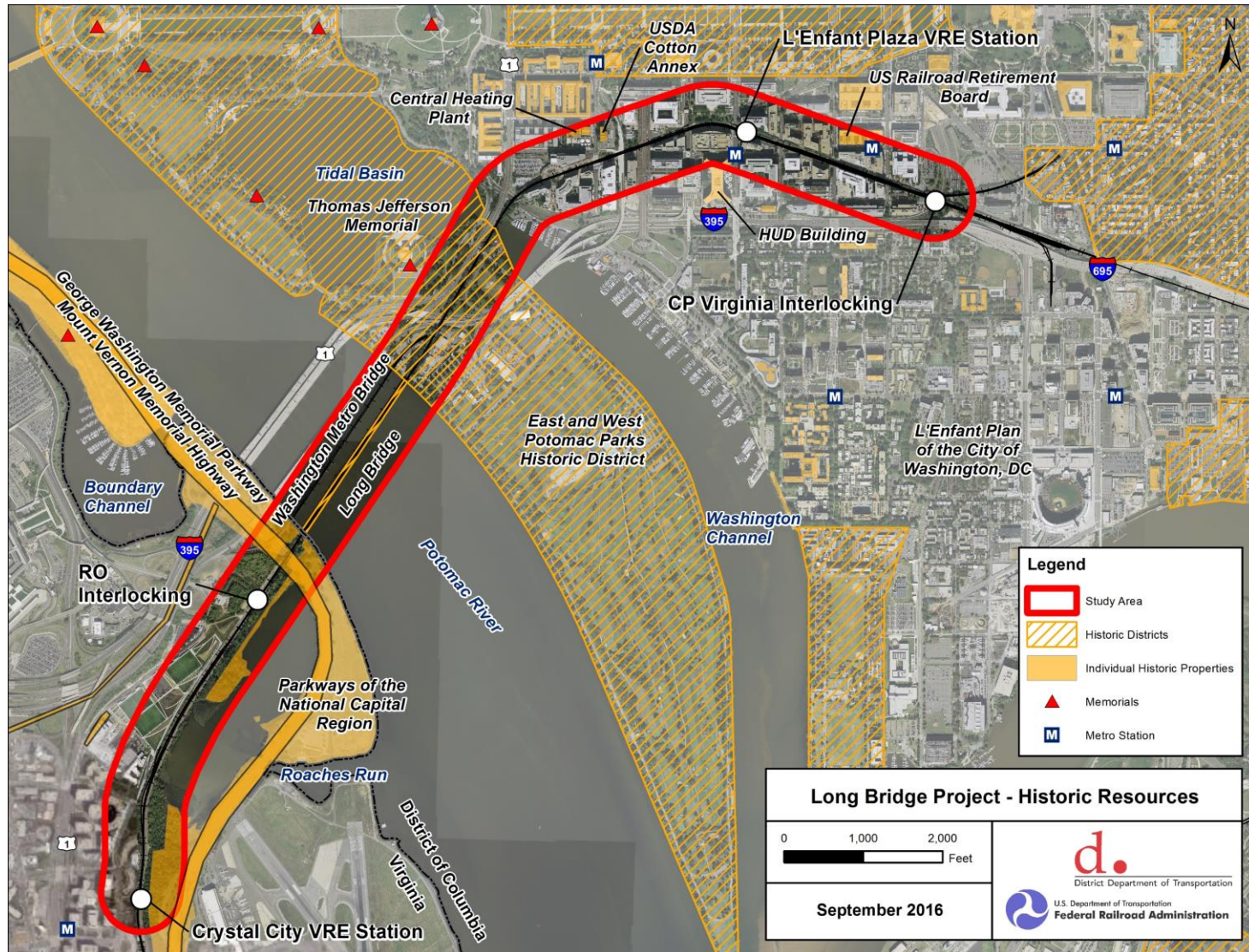
Environmental Considerations

Potential Noise Sensitive Receptors



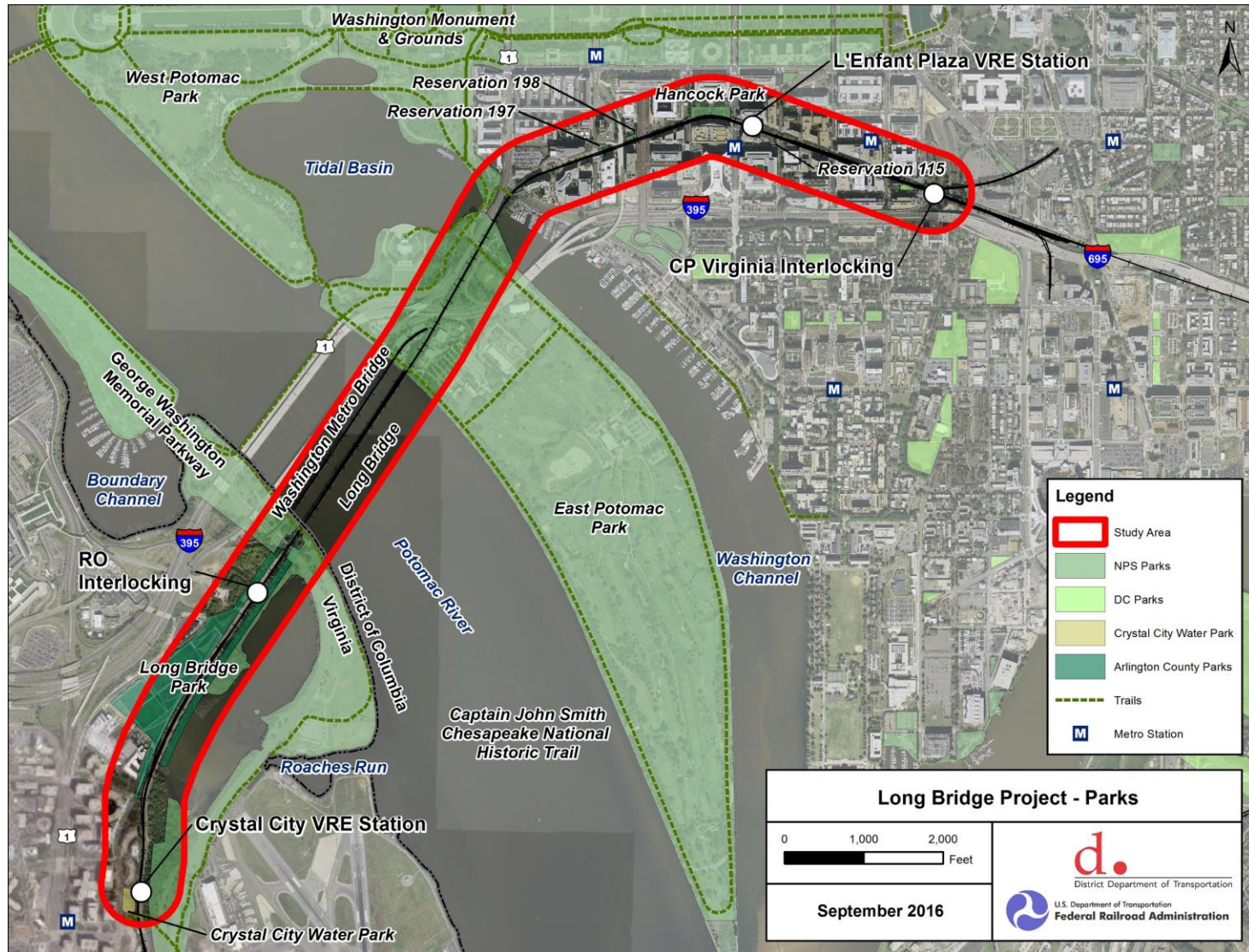
Environmental Considerations

Historic Sites



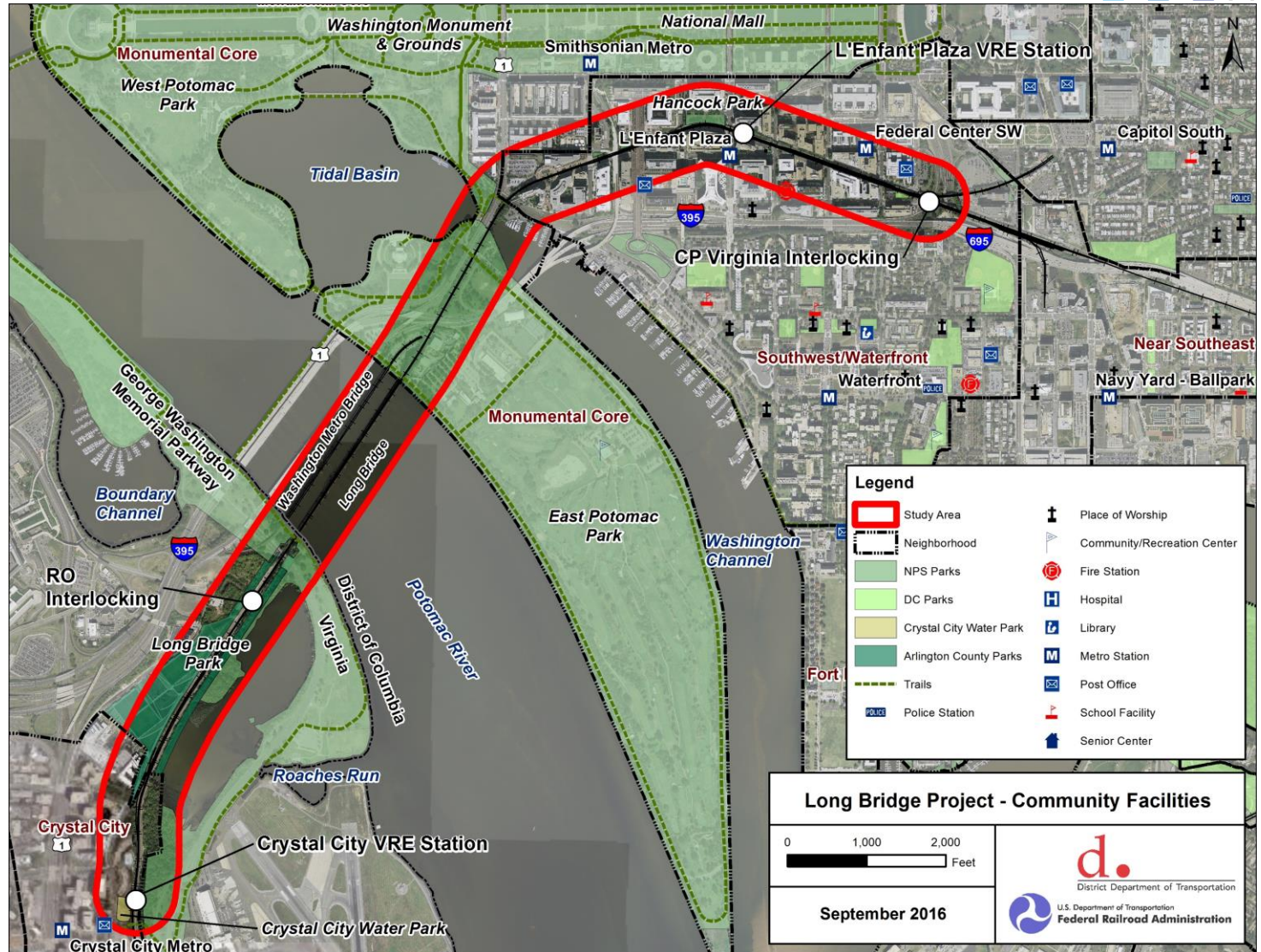
Environmental Considerations

Parks



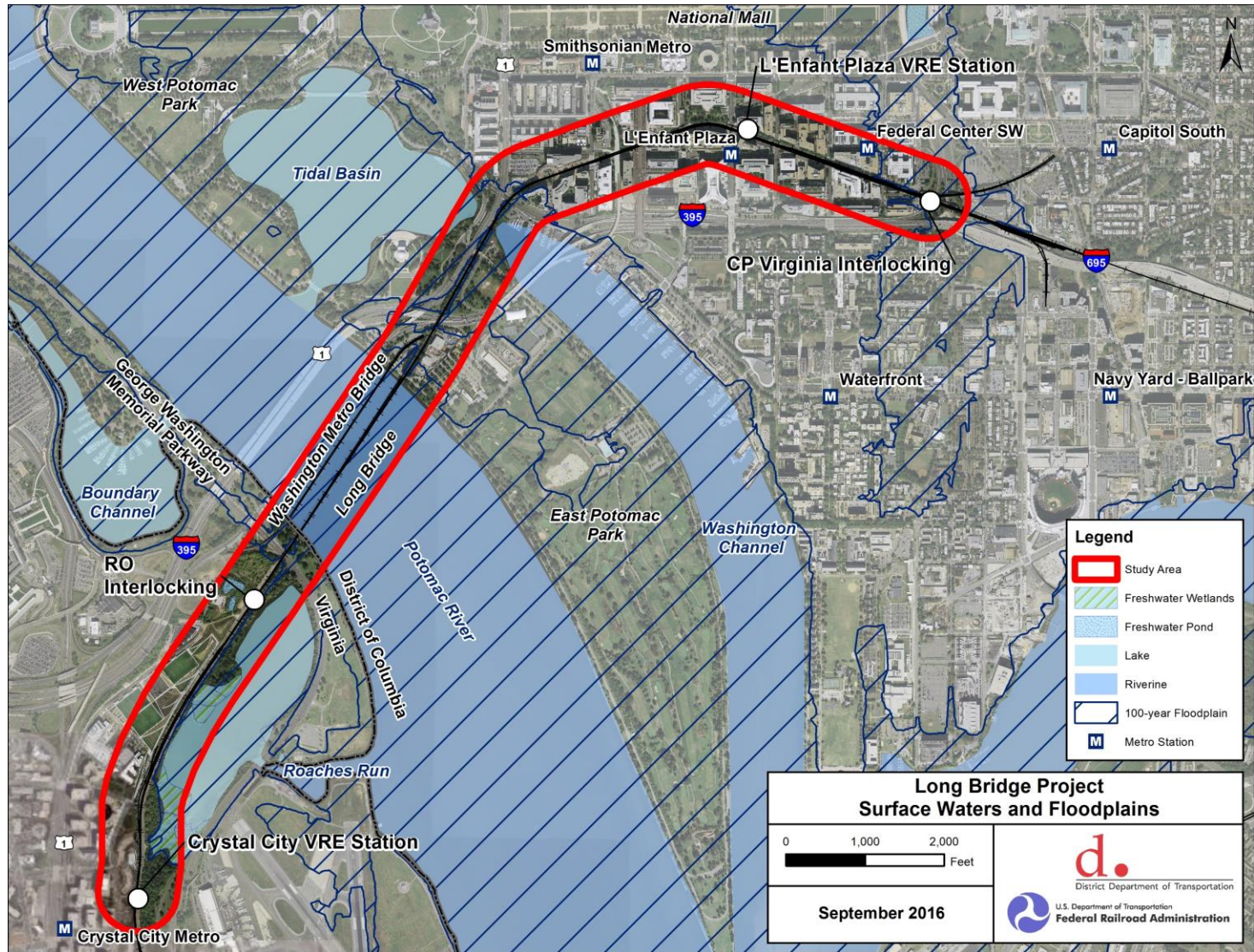
Environmental Considerations

Community Facilities

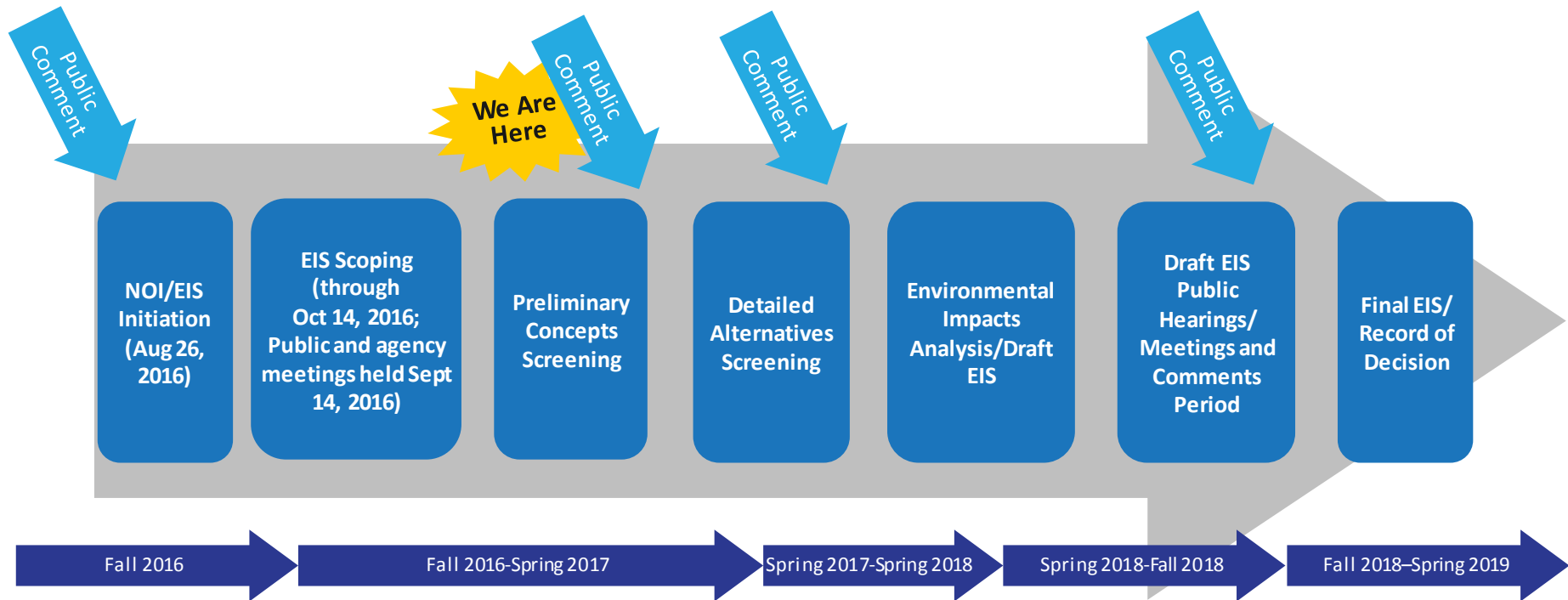


Environmental Considerations

Water Resources



Long Bridge EIS Milestones



More Information



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