



Long Bridge, Alexandria Fourth Track and Crystal City Station Projects

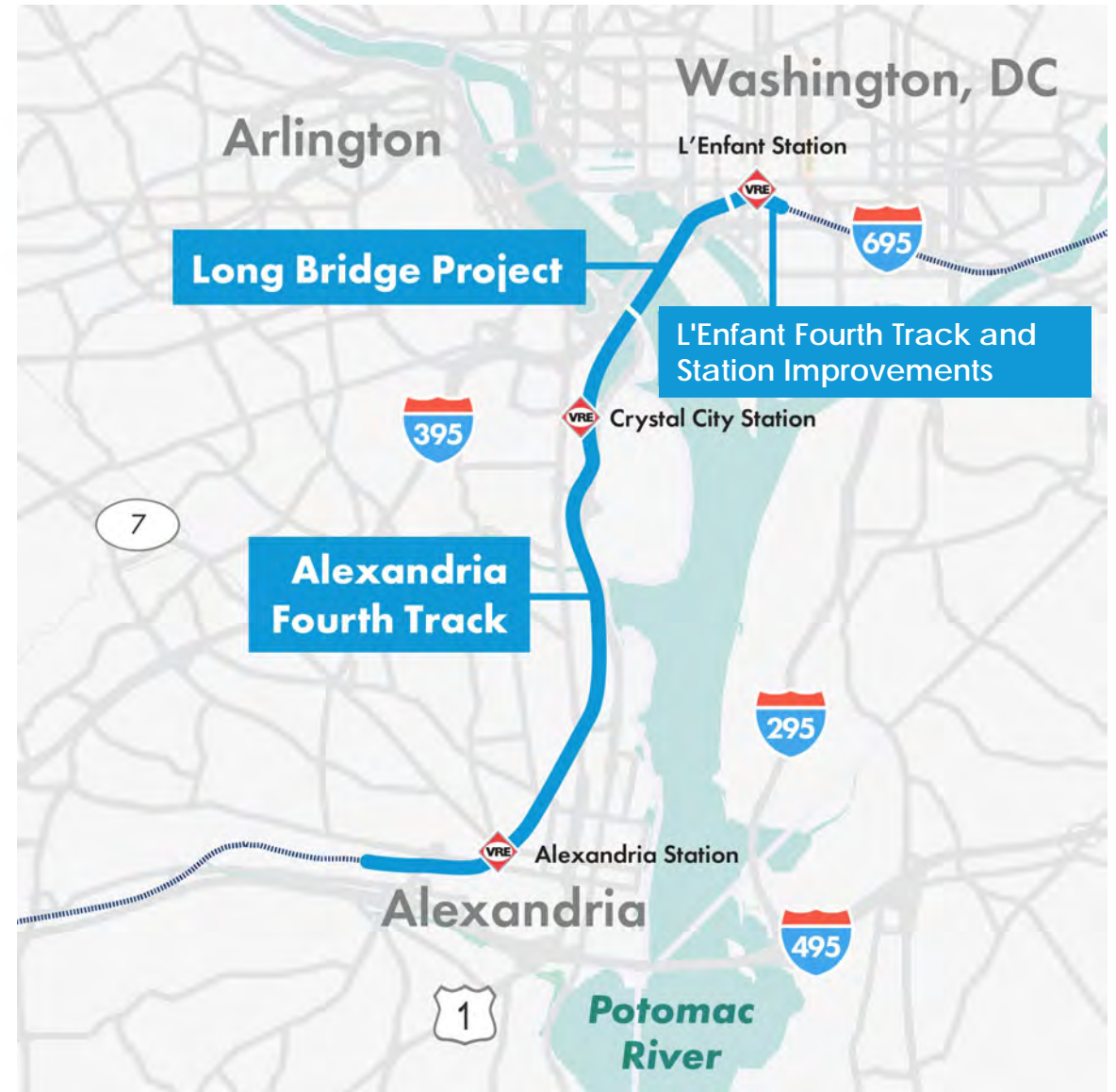
May 20, 2026

Crystal City Civic Association Meeting



Agenda

1. Introductions
2. Long Bridge Project
3. Alexandria Fourth Track Project
4. Crystal City Station Improvements
5. Q&A



Introductions



Sarah Hoover
Project Manager, Alexandria
Fourth Track, VPRA



Geoff Pelletier
Project Director-Northern
Virginia Projects, VPRA



Sandra Hernando
Michael Baker Int'l.,
for CSX Transportation



Jason Bortz
Project Manager, VRE



Meredith Judy
Community
Affairs Manager, VPRA

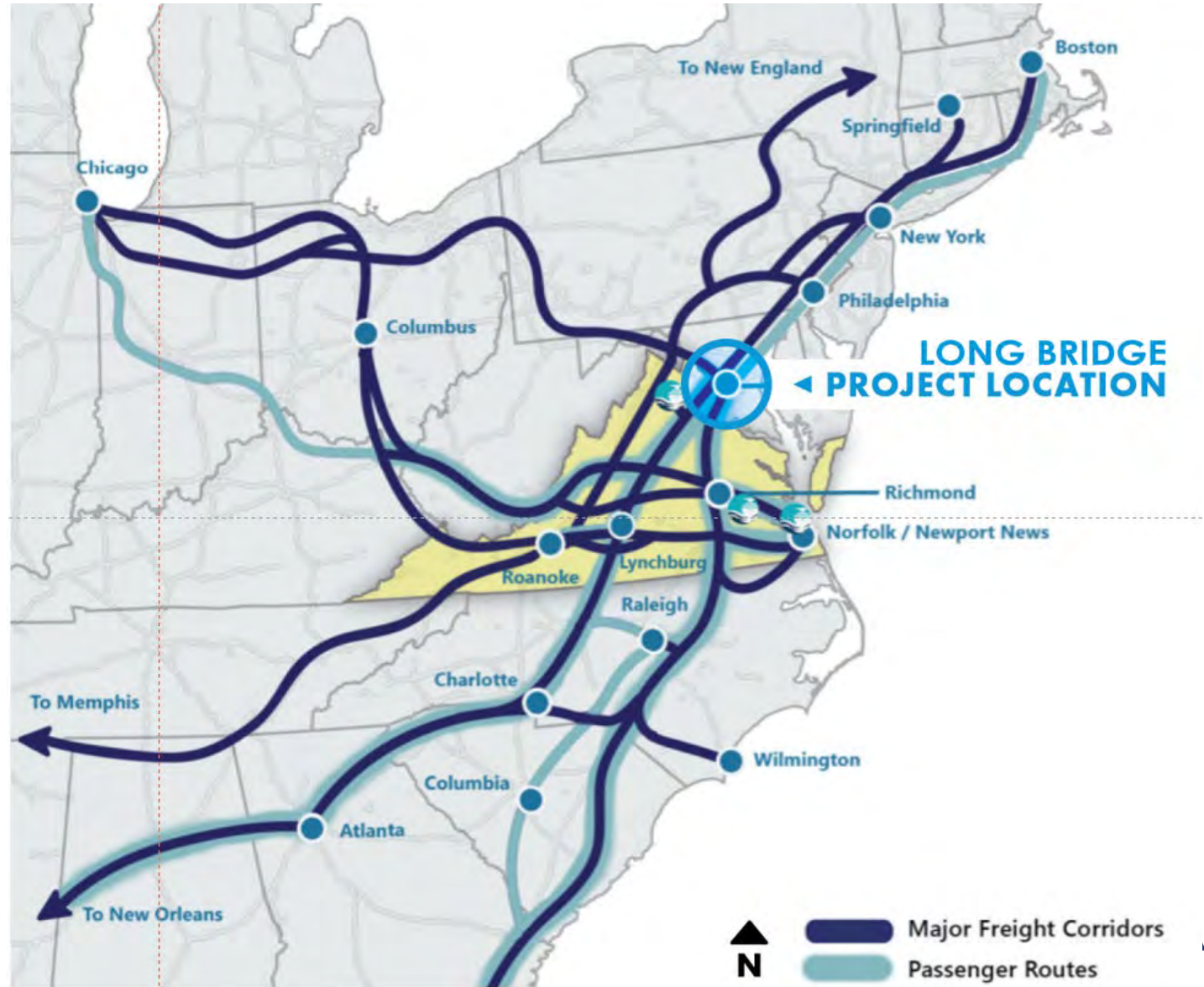


Transforming Rail in Virginia (TRV) Program

Virginia Passenger Rail Authority (VPRA) was formed in 2020

- Responsible for promoting, sustaining, and expanding passenger and commuter rail service
- Partner with others to operate passenger and commuter rail service

TRV Program will double state-supported Amtrak service into Union Station and increase Virginia Railway Express (VRE) service by 75%



Long Bridge Project: North and South Packages



South Package

- Constructs a rail bridge and bicycle/pedestrian bridge over the George Washington Memorial Parkway and Potomac River
- Construction estimated to begin mid-2026 through 2030

North Package

- Constructs new bridges in the District of Columbia north of the Potomac River, as well as retaining walls, embankments, ground improvements and crash walls
- Construction spring 2025 through 2030

Long Bridge Project Overview



Rendering of bridges looking from Virginia

1.8 mile
Project

20,000
Feet of Track

6,500 ft
Rail Bridges

3
Rail Operators

2,800 ft
Potomac River Bike
-Pedestrian Bridge

2
New Tracks
VA to DC

3,500 ft
Retaining/
Crashwalls

5
New Rail
Bridges

70
Daily
Trains

1
New Potomac River
Bike/Ped Bridge

37 +
Stakeholders

1
Maine Ave Pedestrian Bridge



Major Stakeholders



US Army Corps of Engineers®



REPUBLIC PROPERTIES CORPORATION



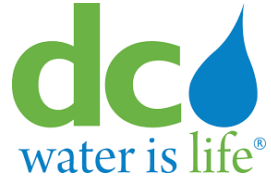
U.S. Department of Transportation
Federal Railroad Administration



WABA
WASHINGTON AREA BICYCLIST ASSOCIATION



The Washington Marina
Yacht Basin One



... and more



Potomac River Bicycle – Pedestrian Bridge



- New recreational connection between Mount Vernon Trail and East Potomac Park
- DC to own and maintain
- More than double the width of the current bike-pedestrian path
- Existing 14th Street Bridge Bike-Ped Path will remain



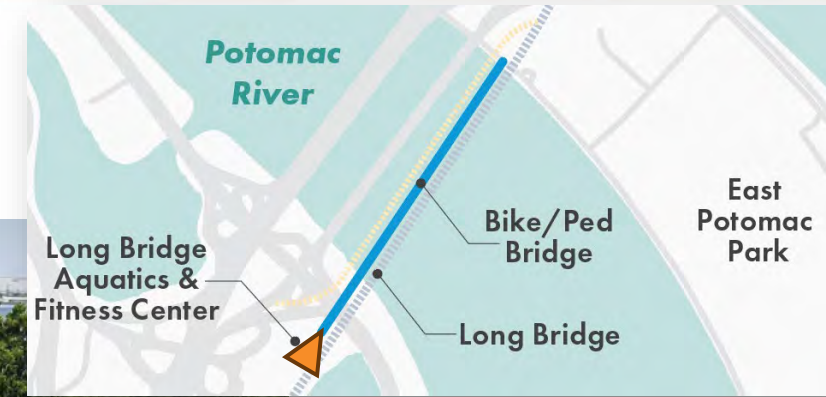
New Bike-Pedestrian Bridge: 16 ft wide

Existing 14th Street Bridge Bike-Ped Path
(7'-6" width)



Connection Designs

Long Bridge Park, Arlington



New Bicycle
& Pedestrian
Bridge

Existing Long Bridge

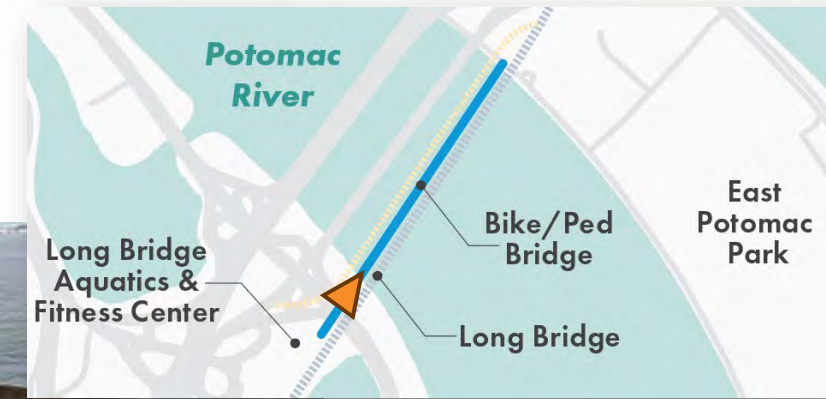
New Long Bridge

Long Bridge Park Trail

Long Bridge Park - Existing 10 ft trail

Connection Designs

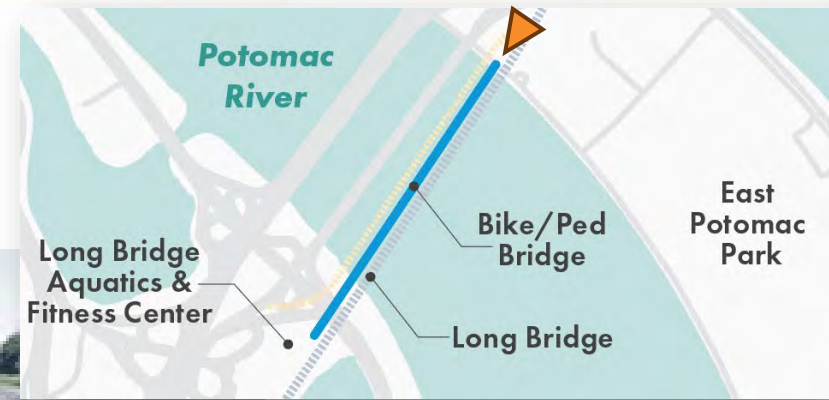
Mount Vernon Trail, Arlington



View from Long Bridge Park: New Rail & Bicycle-Pedestrian Bridges

Connection Designs

East Potomac Park – Ohio Drive SW



Existing Long Bridge

New Long Bridge

Metro Yellow Line Bridge

New Bicycle & Pedestrian Bridge

Ohio Drive SW

View from East Potomac Park (Ohio Drive): New Rail & Bicycle-Pedestrian Bridges

Construction Activities – Potomac River Access and Bulkhead Construction

Completed activities

- First bulkhead installation along the Virginia shoreline
- Barge configuration activities to support marine construction operations
- Preparations for the four test piles

Ongoing and future activities

- Continued delivery and setup of two large cranes onto barges for pile driving operations in the Potomac River
- Begin bulkhead construction along the Washington, DC shoreline
- Installation of a turbidity curtain in the Potomac River to support in-water work
- Second bulkhead installation along the Virginia shoreline, impacting the Mount Vernon Trail



A passenger jet flies over the Virginia-side site.



Crews preparing pipes for pile driving.

Construction Activities – Gravelly Point and Mount Vernon Trail Detour

Temporary Construction Access Road

- Spring 2026: Creation of an access road from the entrance/exit of Gravelly Point to the Virginia-side worksite to limit construction-related traffic impacts along George Washington Memorial Parkway

Mount Vernon Trail Detour

- Crews are preparing the Mount Vernon Trail detour area
- Site preparation includes restriping of the roadway, barrier placement, and signage installation
- Detour expected in June
- Advanced notice to trail users and stakeholders



Construction Activities – Test Piles & Statnamic Testing

Began March 2026

Test pile installation and Statnamic load testing:

- Conducted at four future bridge foundation locations: Arlington, VA; Washington, DC; and two points in the Potomac River
- Confirms foundation performance prior to full bridge construction
- Crews have started installation of the test piles, using a large crane
- Piles are driven to required depth and allowed to rest to build friction
- Each pile will undergo Statnamic testing to simulate design loads and confirm load-bearing capacity, starting in late April
- Results validate engineering calculations before installation of the final piles

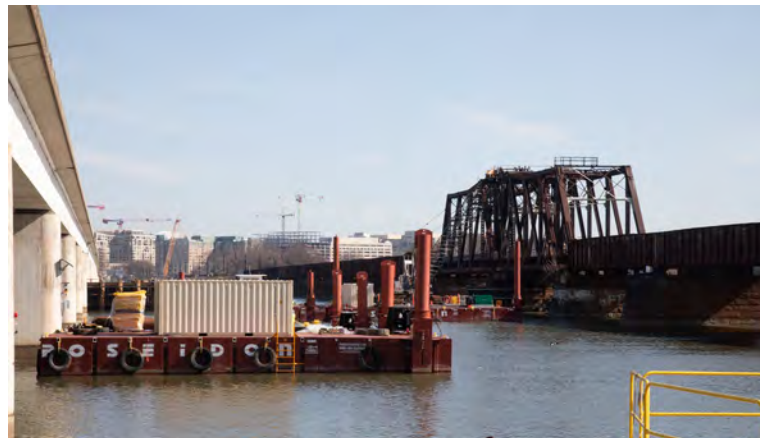


Crews preparing pipes for pile driving

The navigation channel in the Potomac River will remain open throughout construction

Construction Activities – Marine Construction Zone and Boater Safety

- Barges occupy the marine area around the bridge construction site
- In-water work includes pile driving and test pile operations, funneling non-construction marine traffic into the central navigable channel
- Caution buoys will mark the active work area; all posted signs should be followed for safe navigation
- Boaters and recreational users should remain aware of temporary access restrictions
- Public outreach includes monthly notices to mariners, as well as direct engagement with kayaking, rowing, and other recreational waterway groups



Barge Adjacent to Existing Long Bridge



Aerial View of Marine Work Zone

Long Bridge Project Contact Info



Announcements on Long Bridge website:
www.LongBridgeProject.com



VPRA Social Media Posts
Facebook, Instagram, X, LinkedIn, YouTube



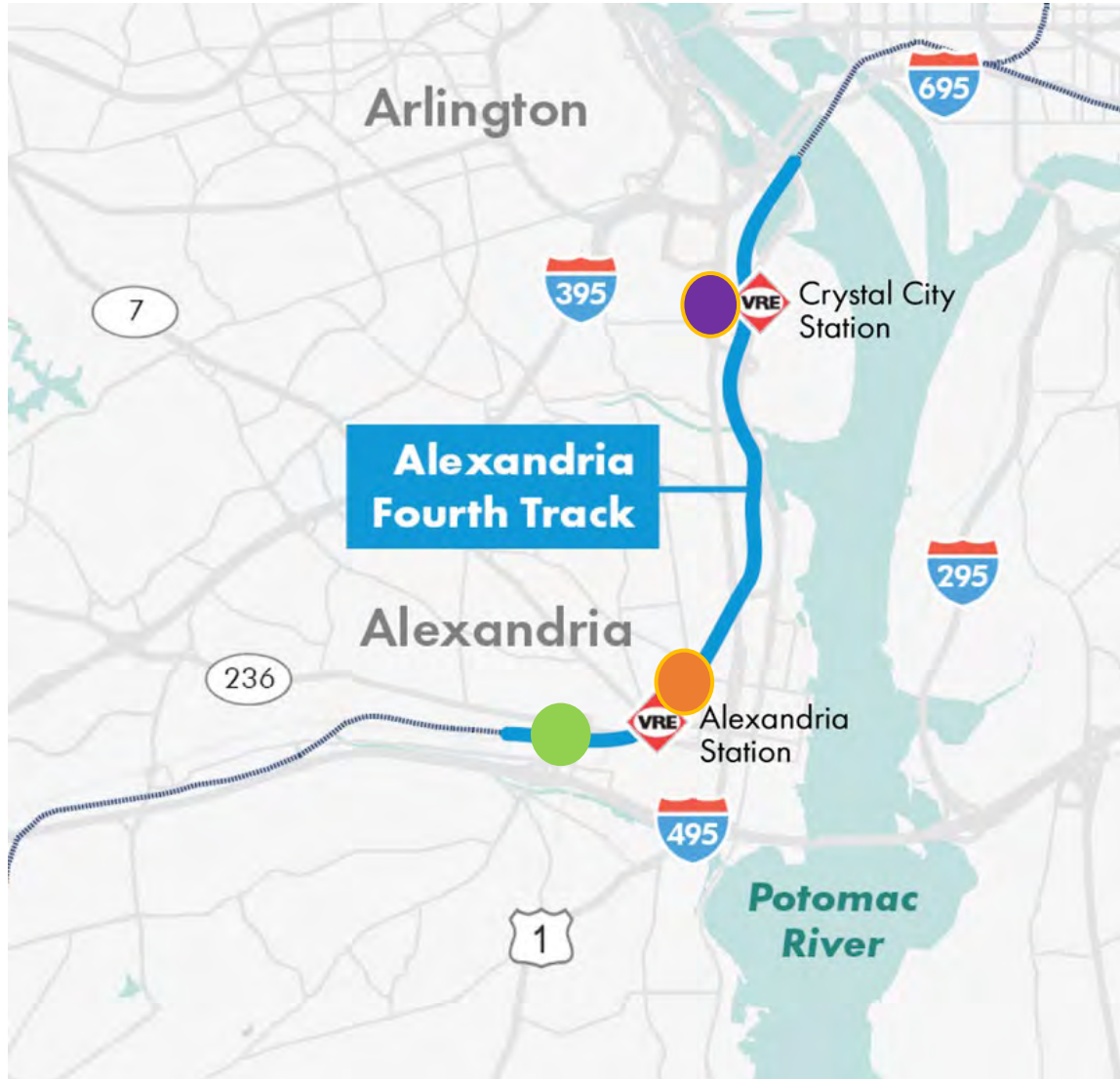
VPRA Project Hotline
(202) 769-1808



E-mail subscriber notices (Sign up to receive)
info@longbridgeproject.com



Alexandria Fourth Track Project



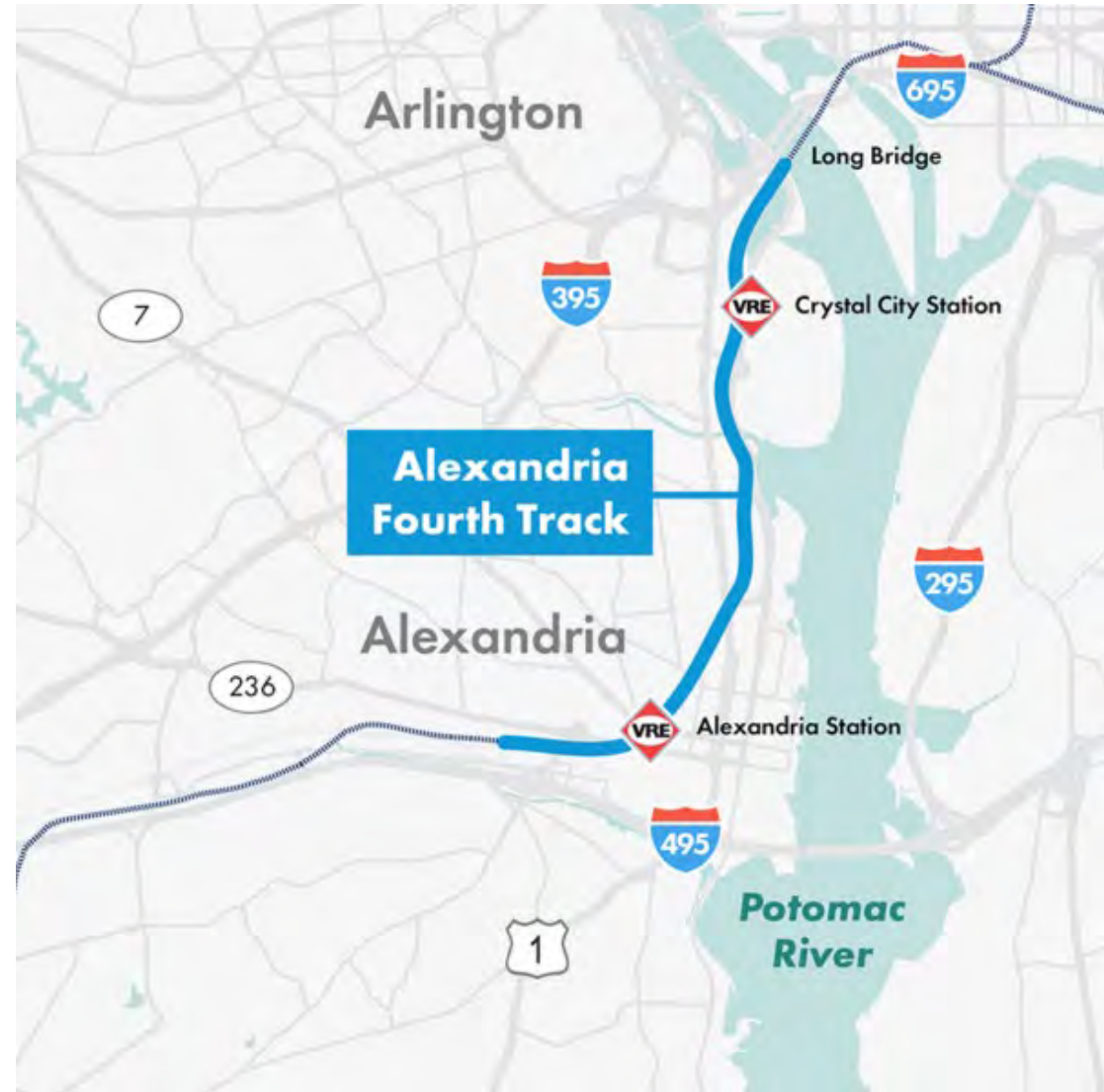
Six miles of additional track from Long Bridge Park to Business Center Drive area

Related sub projects:

- Crystal City Station Improvements
- King Street area projects
 - Alexandria Station Improvements
 - King and Commonwealth Railroad Bridges
 - City streetscape improvements (planning stage)
- Telegraph Tunnel
 - Pedestrian mitigation improvements

Alexandria Fourth Track Overview

- Approximately six miles of new track between Long Bridge and Alexandria VRE Station
- Adds a fourth track within existing right-of-way between Arlington and Alexandria
- Increases rail capacity and addresses current bottleneck that delays passenger and freight trains traveling north into Washington, DC, where five tracks converge into three
- Limited construction activities began in the fourth quarter of 2025



Project Status Snapshot

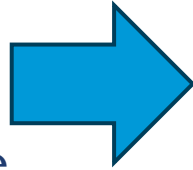


Recently Completed	Ongoing	Upcoming
<ul style="list-style-type: none"> • Notice to Proceed issued January 2026 • Turnout panels delivered • Early clearing/grubbing • Track demolition near Aquatic Center 	<ul style="list-style-type: none"> • Subsurface utility relocation • Erosion and sediment control installation (corridor-wide) • Track monitoring • New signal work • Fiber relocation 	<ul style="list-style-type: none"> • Sheet pile installation (North End) • Drainage jack and bore (North End) • Potomac Greens Drive mobilization • Slaters Lane crossover (late spring through early fall)

Construction Access Points

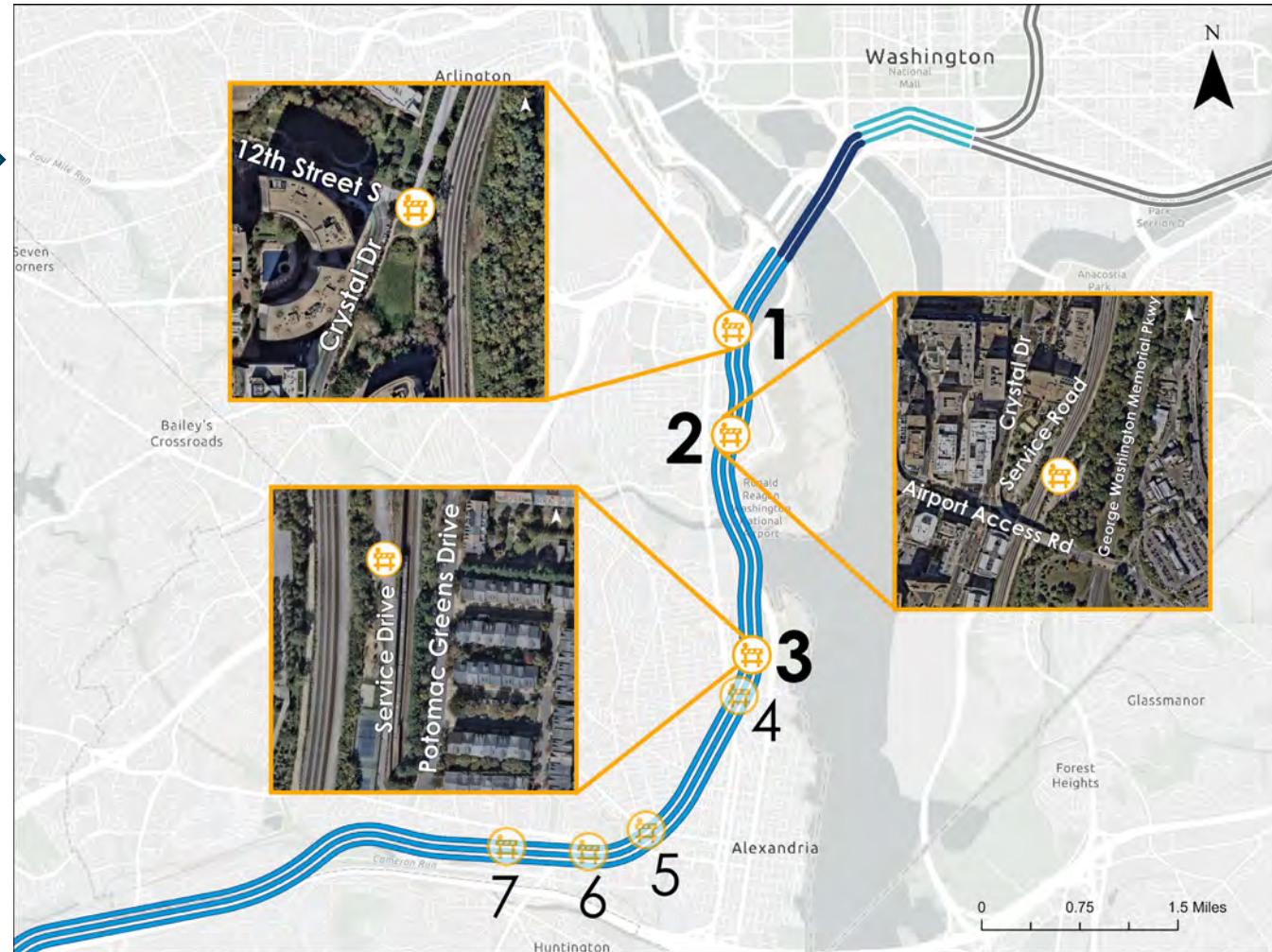
Construction Access Point Locations

1. Crystal Drive and 12th Street South
2. Crystal Drive and Service Road
3. Potomac Greens Drive and Service Drive
4. Potomac Greens Drive and Massey Lane
5. King Street and Sunset Drive
6. South Dove Street and Duke Street
7. Business Center Drive and Roth Street



What This Means for the Community

- Access points help minimize disruption while ensuring crews can safely reach the right-of-way
- Expect intermittent construction vehicle traffic entering and exiting
- Trucks may be visible even when construction activity remains inside the rail corridor
- Traffic control and safety measures in place



Aquatic Center Area (South of Long Bridge): Spring 2026

Why This Location

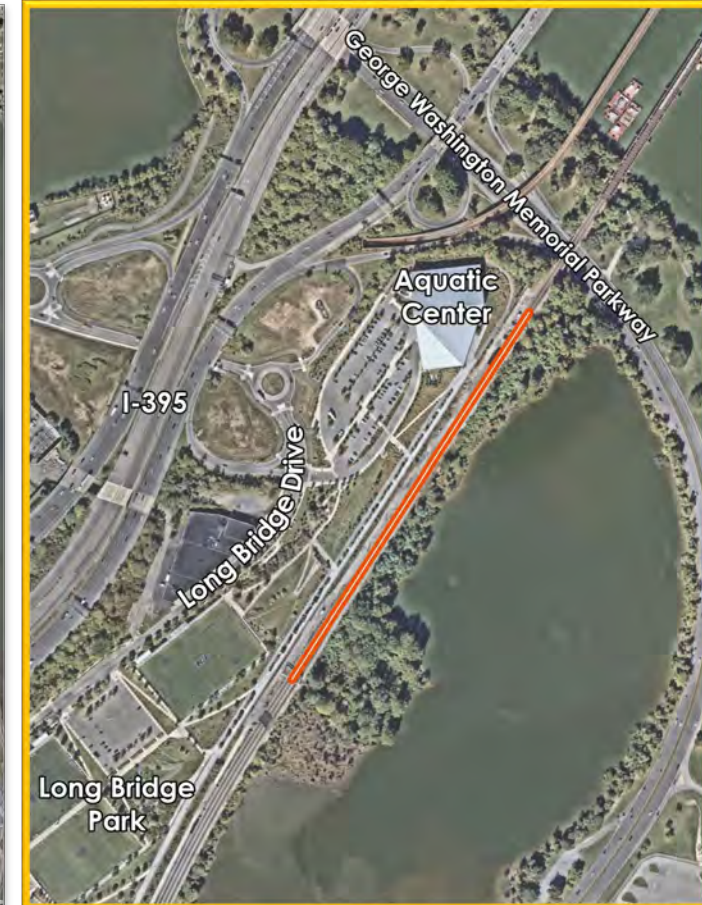
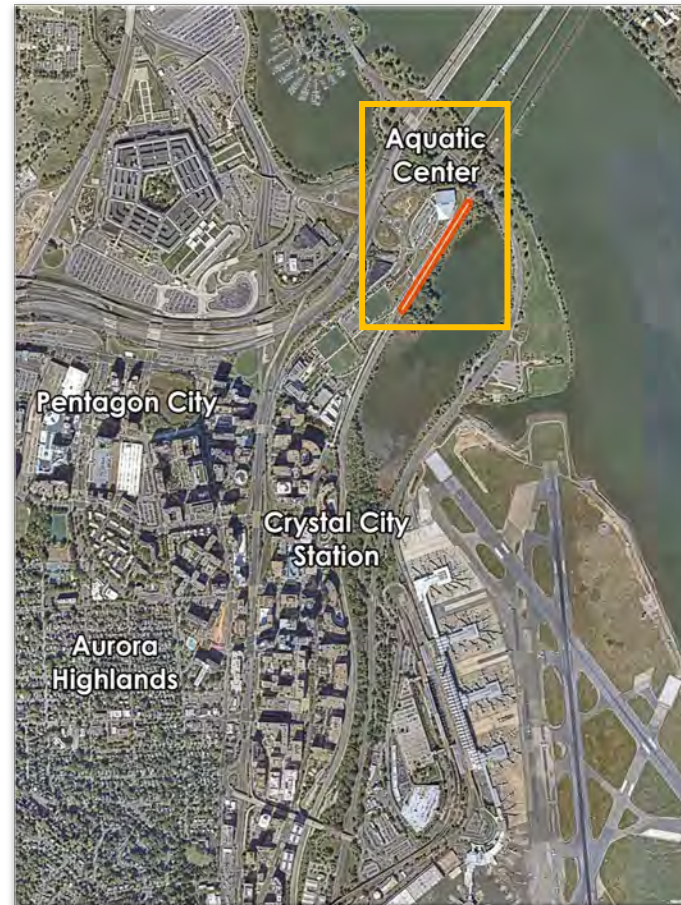
- This is the point where the corridor narrows before approaching Long Bridge and entering Washington, DC
- Starting the Alexandria Fourth Track here minimizes service disruptions from the Crystal City Station Improvements and pedestrian tunnel

What This Change Means for Operations

- Provides a controlled point to manage train movements during construction-related track constraints
- Will reduce merging and compression that currently slow trains near Long Bridge South

What It Means for the Community

- **Near Term:** Expect heavy equipment, material deliveries, and staging in designated rail right-of-way zones
- **Long Term:** More consistent and predictable train operations with fewer backups south of the river



Slaters Lane Crossover: Fall 2026

Why This Location

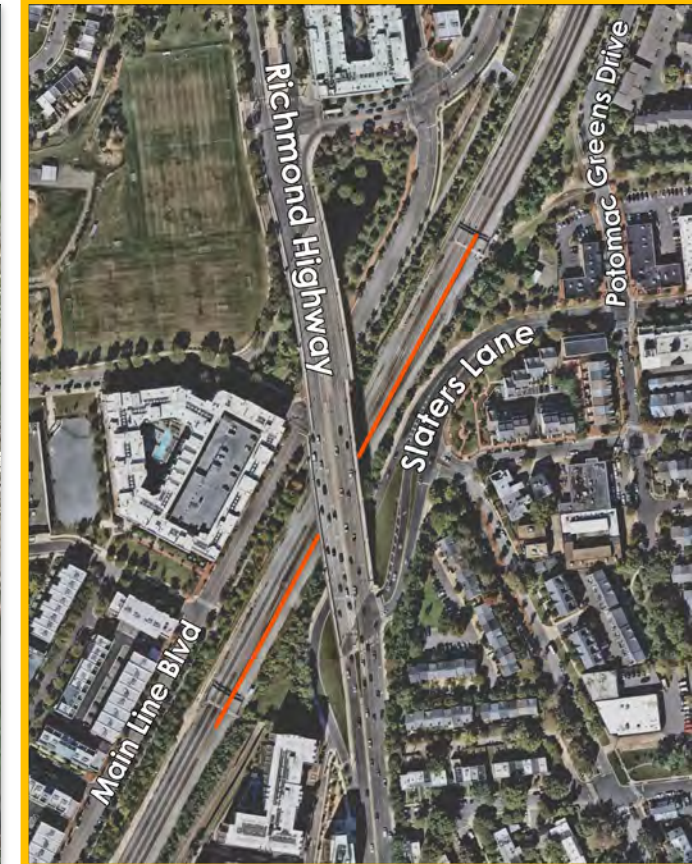
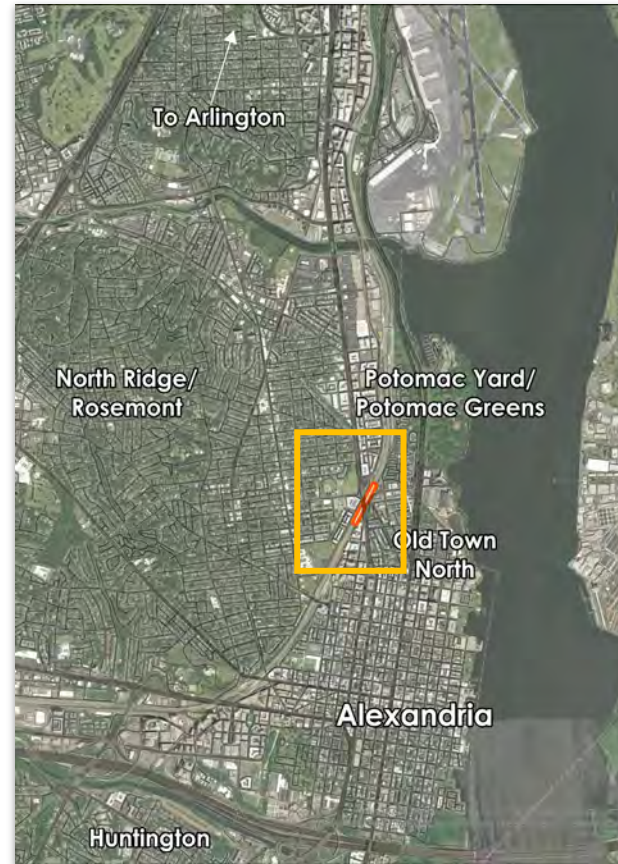
- Key approach point north of Alexandria Station with frequent variability in train spacing due to station dwell patterns
- Gives dispatchers a safe way to reorganize trains while crews stage and shift track alignments between Slaters and Aquatic Center segments

What This Change Means for Operations

- Enables trains to switch and reorder upstream of Alexandria Station, improving flow for arrivals, departures, and through-service from Washington, DC and Crystal City Station
- Reduces the need for prolonged shutdowns, keeping some portions of tracks in service while others are out

What This Means for the Community

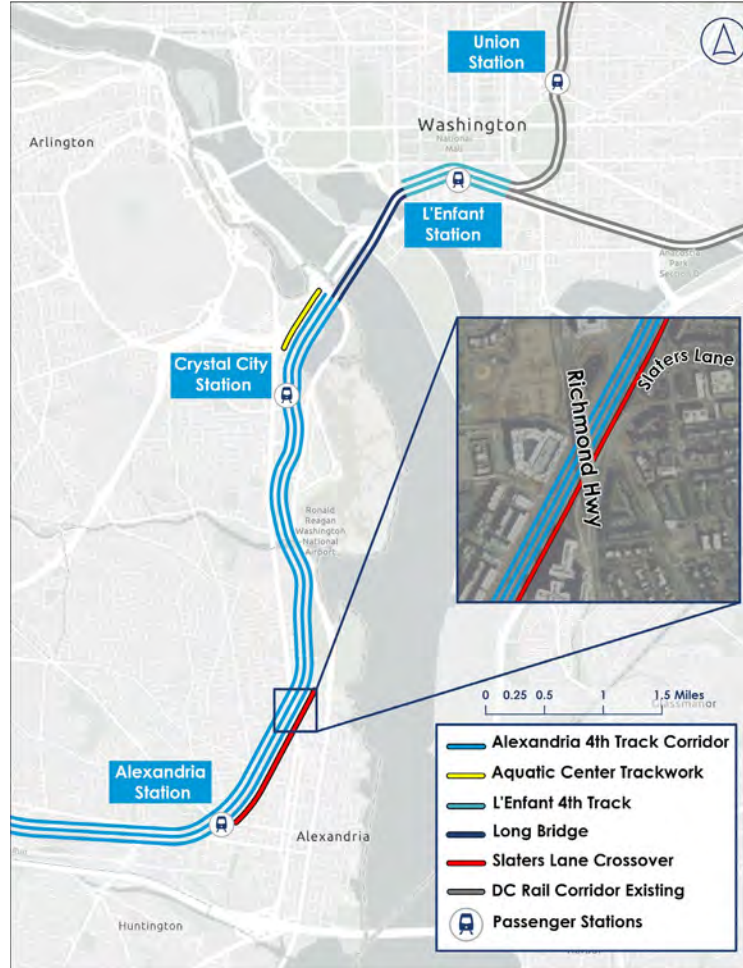
- **Near Term:** Construction confined to existing railroad right-of-way
- **Long Term:** Reduced bunching that currently creates stop-and-go movements through nearby neighborhoods



Project Phasing: Alexandria Fourth Track



Spring 2026



Fall 2026



2030

Alexandria Fourth Track – Project Timeline



VRE Crystal City Station Discussion Topics



- 1 Virtual Fly-Through
- 2 Adjacent Building Impacts
- 3 Safety Features
- 4 Overview of Construction Staging
- 5 Design and Construction Schedule
- 6 Discussion/Q&A

Virtual Fly-Through



VIRGINIA RAILWAY EXPRESS Crystal City Station Improvements

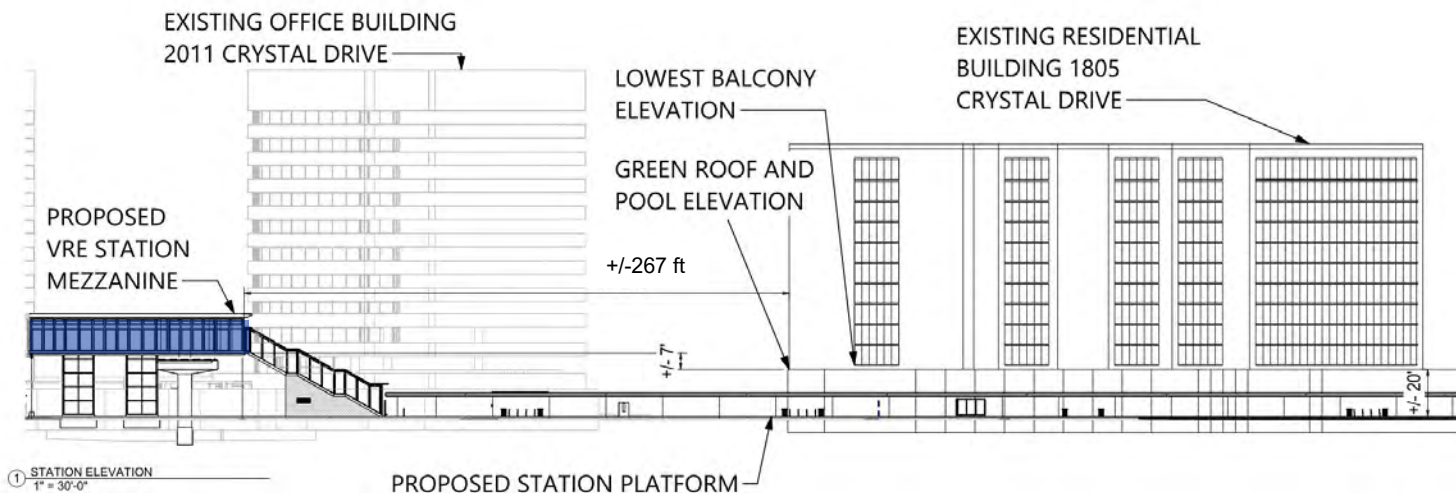
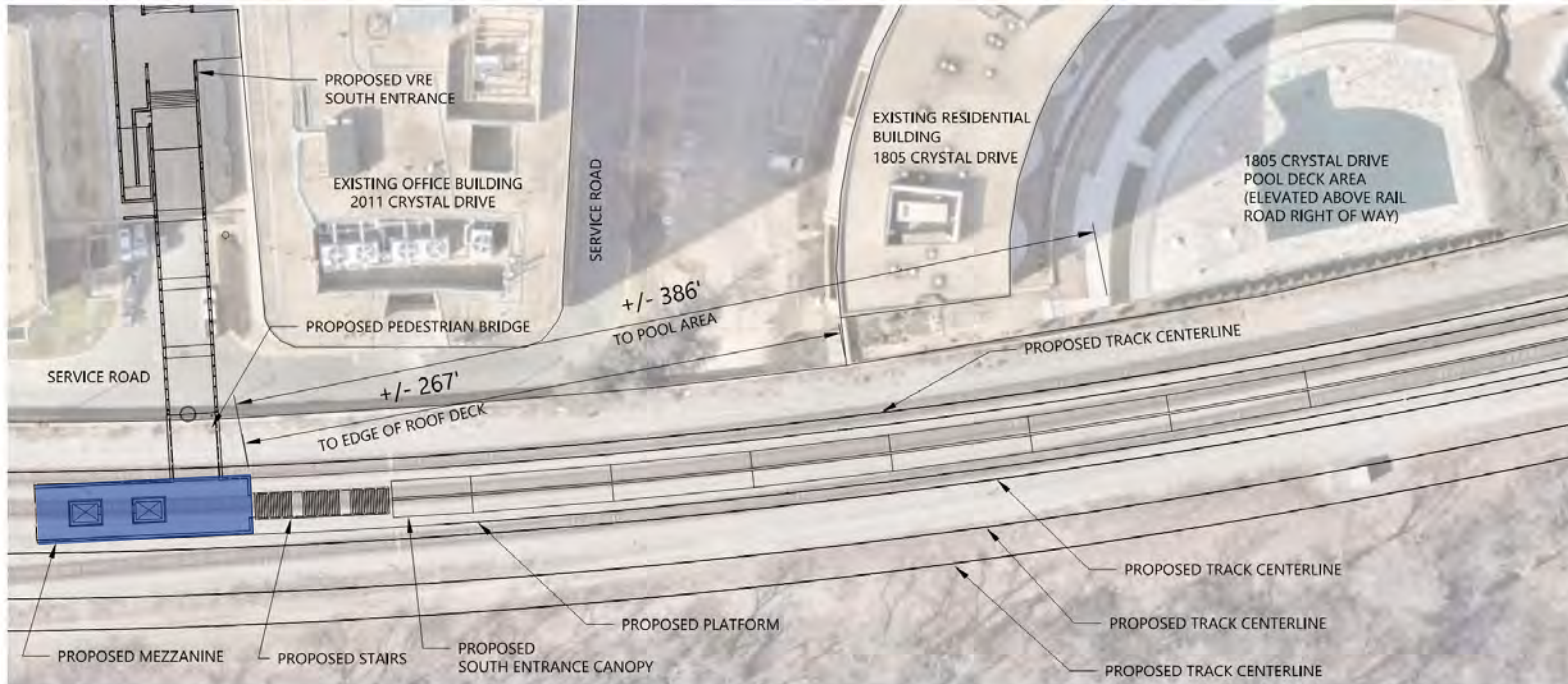
Final Design Phase
Flythrough

Note: The features shown in this video are illustrative; future appearance or design elements may vary.

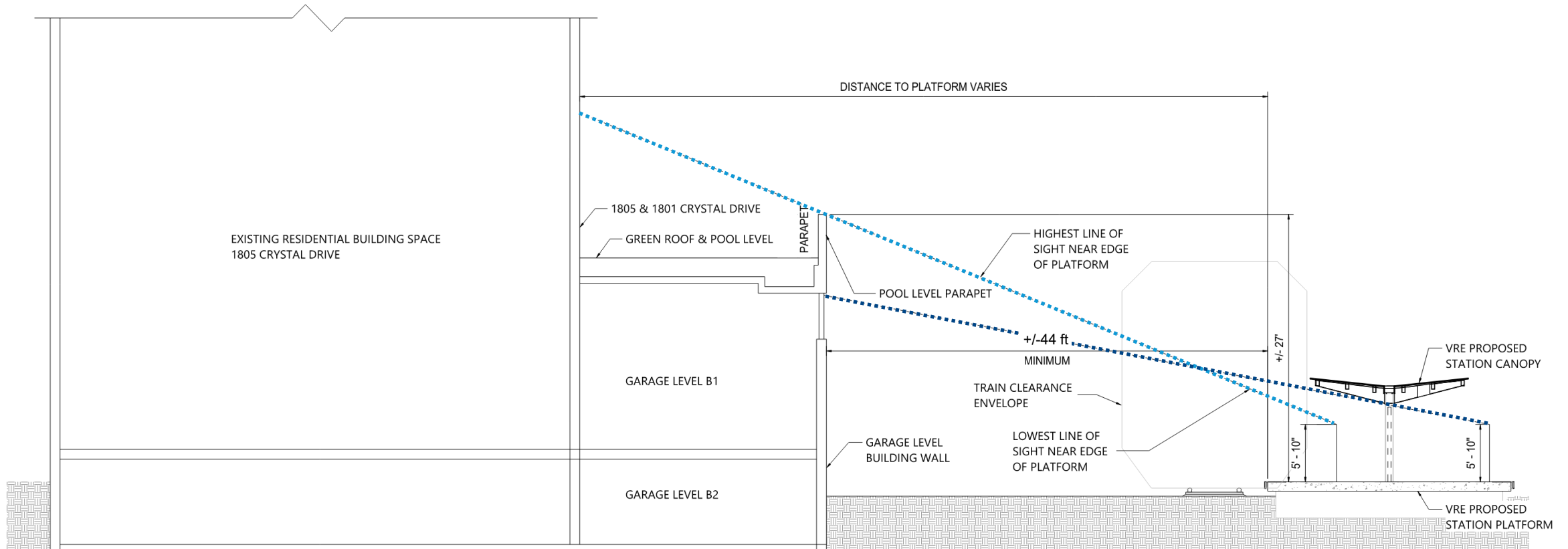
Produced April 2026



Adjacent Building Impacts – Line of Sight From Mezzanine



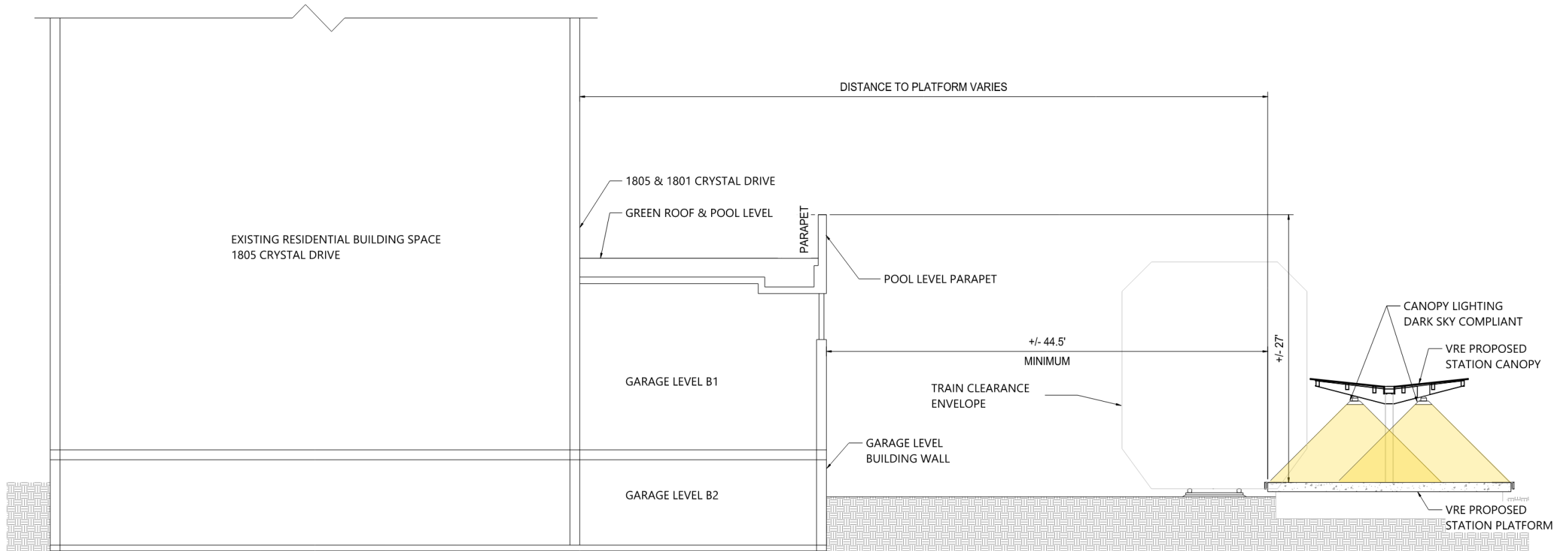
Adjacent Building Impacts – Line of Sight From Platform



Virtual Fly-Through

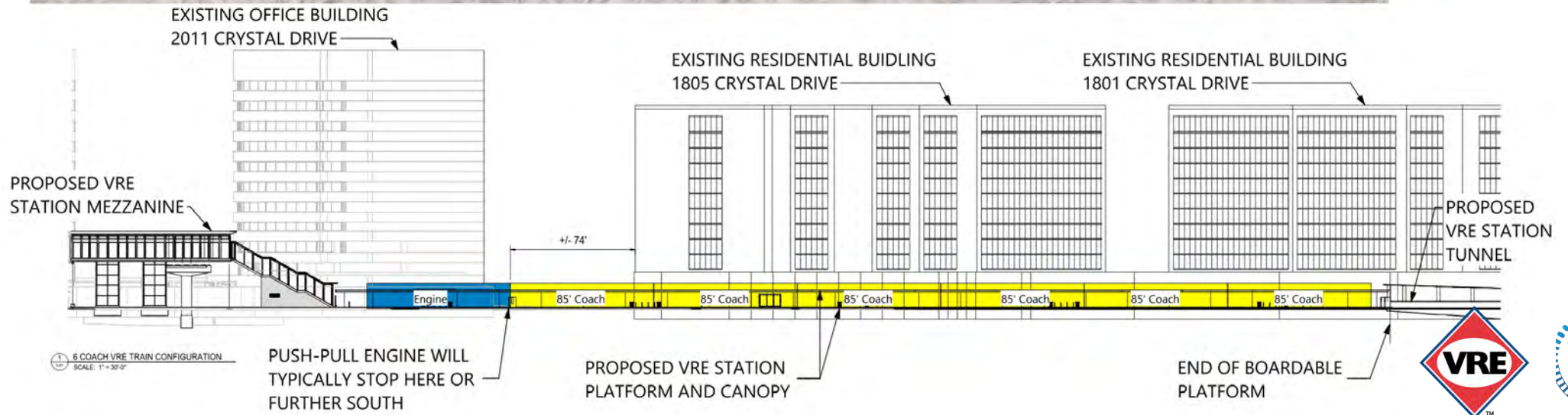
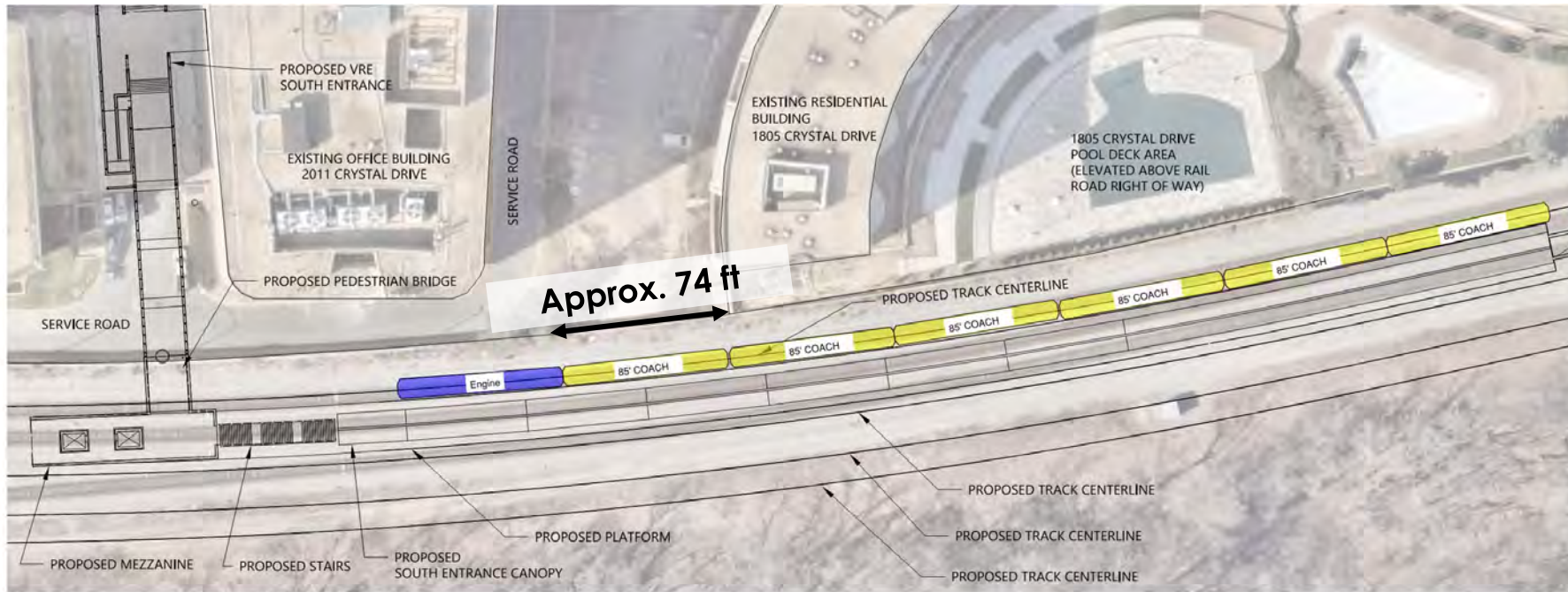


Adjacent Building Impacts – Lighting from Platform



Adjacent Building Impacts – Engine Location

6 Coaches



Safety and Security Features



Cameras

Cameras will be installed throughout the station and platform, and record 24/7. Standard VRE station design



Approaching Train Warnings

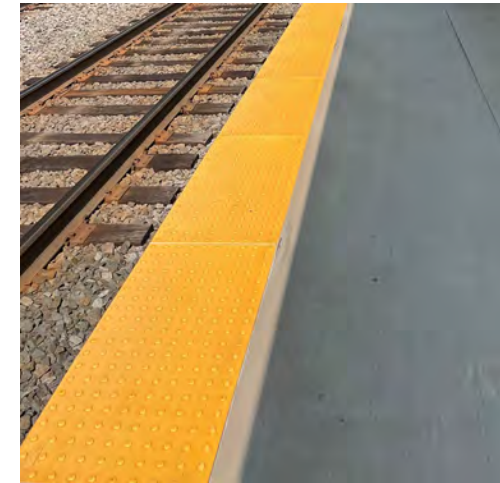


Both audio announcements and visual messages on monitors will warn about approaching trains. Standard VRE station design



Tactile Warning Strips

Tactile warning strips (with bumpy surfaces) will be installed at platform edges for accessibility. Standard VRE station design



Safety and Security Features



First Responder Access

First responders will be able to access the station via both the future north and south entrances. VRE also holds Passenger Train Emergency Response trainings with agencies to ensure familiarity with stations.



Fence to Deter Trespassing

New chain-link fence will be installed between 2 eastern (typically freight traffic) tracks and 2 western (typically passenger) tracks within the station area.



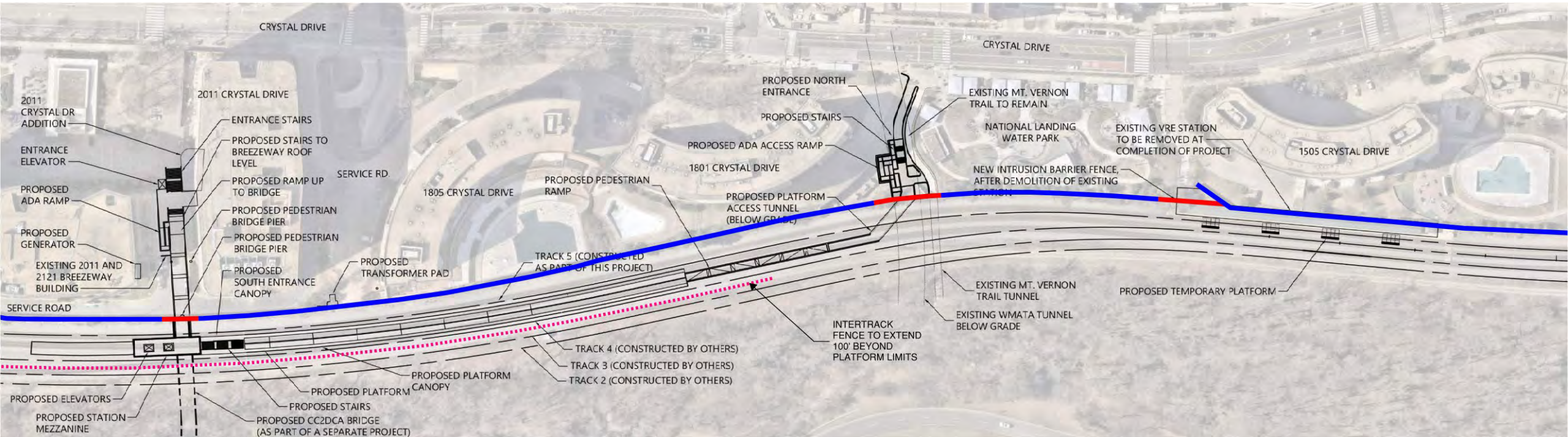
Western Security Barrier

New section of existing barrier will be installed along the west side of the rail corridor where the existing station is, once it has been demolished.

More on next slide



Proposed and Existing Barrier/Fencing



— Barrier/Fence to be constructed during project to help enclose the RR corridor

— Existing barrier to remain

... Intertrack chain-link fence



We Also Heard...

- **Has VRE considered ways to reduce noise through the station design?**
 - Station-specific audio system with more speakers to reduce overall volume
 - Other materials were explored but limited by building classification; the alternative available materials would not provide significant sound benefits
- **Has VRE taken any additional steps to reduce freight traffic noise?**
 - Freight traffic is CSX purview, but greater separation of freight and passenger rail will move freight more to the eastern 2 tracks, away from adjacent buildings
- **Will the station be closed and gated at night?**
 - Gates were evaluated, but found to be impractical due to the need for future 24/7 access for Amtrak passengers and the CC2DCA connector users
- **Has VRE considered an escalator and 2nd elevator at the south entrance?**
 - Both options were evaluated, but found to be impractical due to engineering, cost, and maintenance

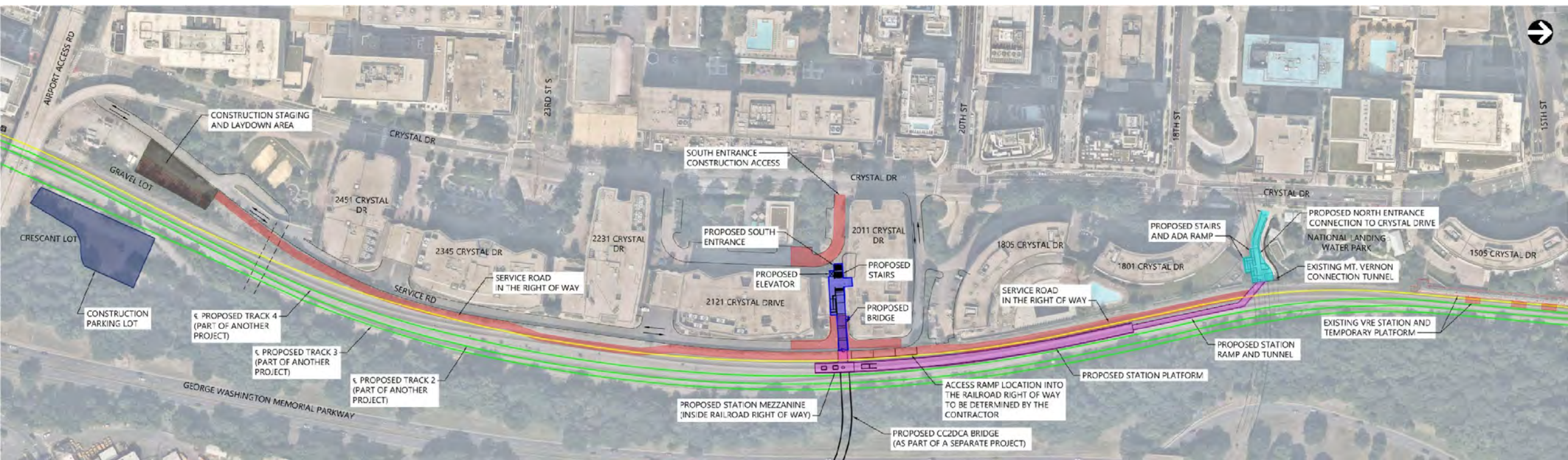


We Also Heard...

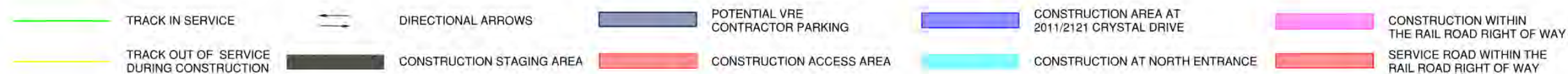
- **Has VRE addressed impacts to nearby structures during construction?**
 - Station design avoids adverse effects on WMATA tunnels, the Mount Vernon Trail connector tunnel, and buildings at 1801, 1805, 2011, and 2121 Crystal Drive
 - Contractor will survey and monitor adjacent structures before and during construction; monitoring plan will be developed prior to starting work
 - Contractor must provide temporary shoring as needed to support existing structures, preventing erosion and damage from soil undermining
- **How will construction noise be managed?**
 - Contractor must comply with Arlington County's Noise Control Ordinance
 - Noise levels will be measured periodically to ensure compliance
- **How will vibration be controlled and monitored?**
 - Contractor is required to monitor vibration levels on adjacent structures to keep within tolerable limits
 - A vibration monitoring plan will be developed before construction after establishing a baseline.
- **Will public spaces and trails remain accessible during construction?**
 - All National Landing Water Park facilities and the Mount Vernon Trail Connection tunnel will remain open throughout construction



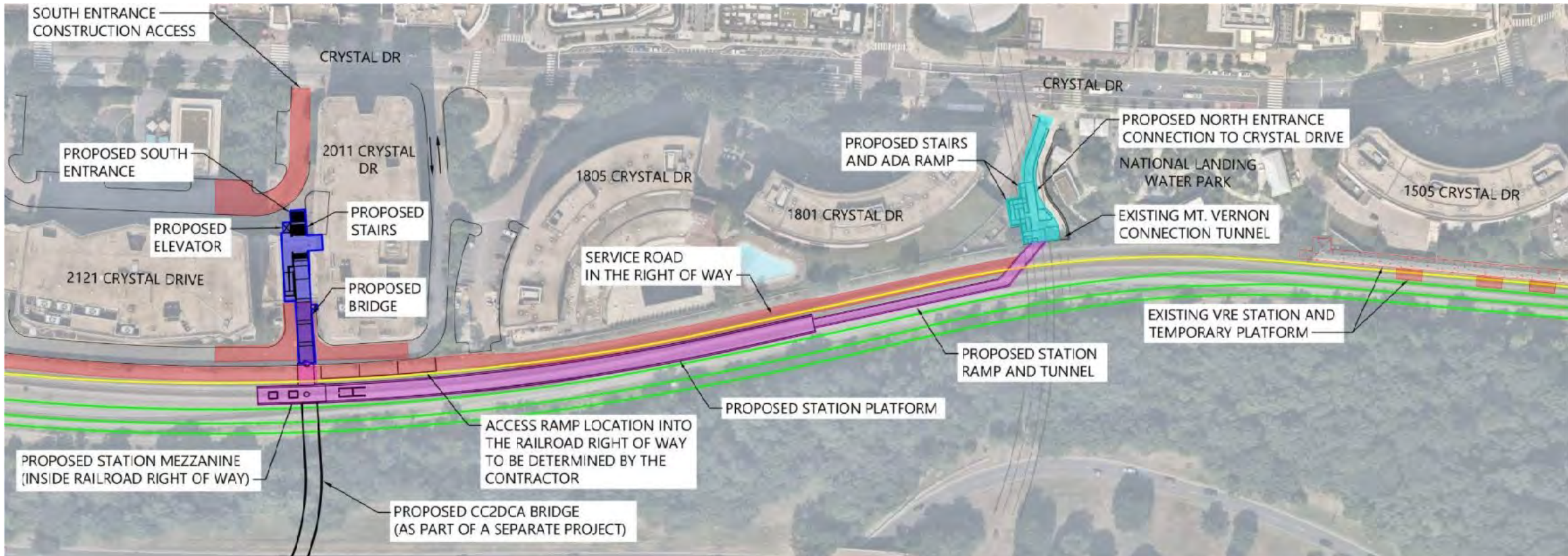
Proposed Station Layout and Construction Staging



LEGEND



Proposed Station Layout and Construction Staging



LEGEND

- | | | | |
|---|--|---|--|
|  TRACK IN SERVICE |  DIRECTIONAL ARROWS |  CONSTRUCTION AREA AT 2011/2121 CRYSTAL DRIVE |  CONSTRUCTION WITHIN THE RAIL ROAD RIGHT OF WAY |
|  TRACK OUT OF SERVICE DURING CONSTRUCTION |  CONSTRUCTION ACCESS AREA |  CONSTRUCTION AT NORTH ENTRANCE |  SERVICE ROAD WITHIN THE RAIL ROAD RIGHT OF WAY |



VRE CCV Project Design and Construction Schedule



VPRA Public Outreach

Activities

- Door-to-Door Outreach
- Tabling in the Community
- Signage on trails and sidewalks
- Stakeholder Briefings
- Social Media & Informational Videos
- E-mail and phone hotlines
- Community Advisory Group

E-Mail Notices

- Traffic & Marine Advisories (VDOT, NPS,DDOT)
- Monthly Construction Update E-blasts
- Quarterly Project Newsletters



Public Meetings- Arlington & DC



Field Coordination Site Walk



Boating Community Meeting



Bike to Work Day

How to stay connected with VRE



Visit project website:
vre.org/projects-and-studies



Sign up for VRE Email & Mobile Alerts:
tickets.vre.org/members/notifications



Contact us:
800.743.3873 | gotrains@vre.org



RideVRE



@VirginiaRailwayExpress



@VaRailwayExpress



@VirginiaRailwayExpressVRE



@VARailExpress.bsky.social



How to stay connected with VPRA



Visit project website:
VAPassengerRailAuthority.org



Sign up for email updates:
vapassengerrailauthority.org/contact



Contact us:
844.878.8772 | construction@vpra.virginia.gov



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