

Presented to the Northern Virginia Transportation Authority

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CRYSTAL CITY STATION IMPROVEMENTS

- Project Update
- Project Overview
- Adjacent Projects and Related Funding (Phases I and 2)
- Phased Approach
- Benefits of Recommended Phased Approach



PROJECT UPDATE

- Project relocates station approximately 400 yards south of current station
- NEPA review by FTA complete
- Preliminary engineering, surveying and geotechnical investigation completed
- Project under consideration for a CM/GC delivery method at 60 percent

Anticipated Project Schedule		
Phase	Start Date	Finish Date
Development	12/01/2016	06/30/2021
Property Acquisition	07/01/2020	06/30/2021
Final Design	11/01/2021	05/15/2023
Construction	08/15/2023	10/01/2025





PROJECT OVERVIEW



ADJACENT PROJECTS AND RELATED FUNDING - PHASE I

VPRA / CSXT Alexandria Fourth Track (AF to RO)

- Funded by VPRA as part of TRV
- Design and Construction by CSXT
- Construction anticipated 2023

VRE Crystal City Station

- Coordinated closely with Fourth Track design and construction sequence
- Funded (partially) by NVTA



ADJACENT PROJECTS AND RELATED FUNDING – PHASE 2

CC2DCA Connection of Crystal City to Airport

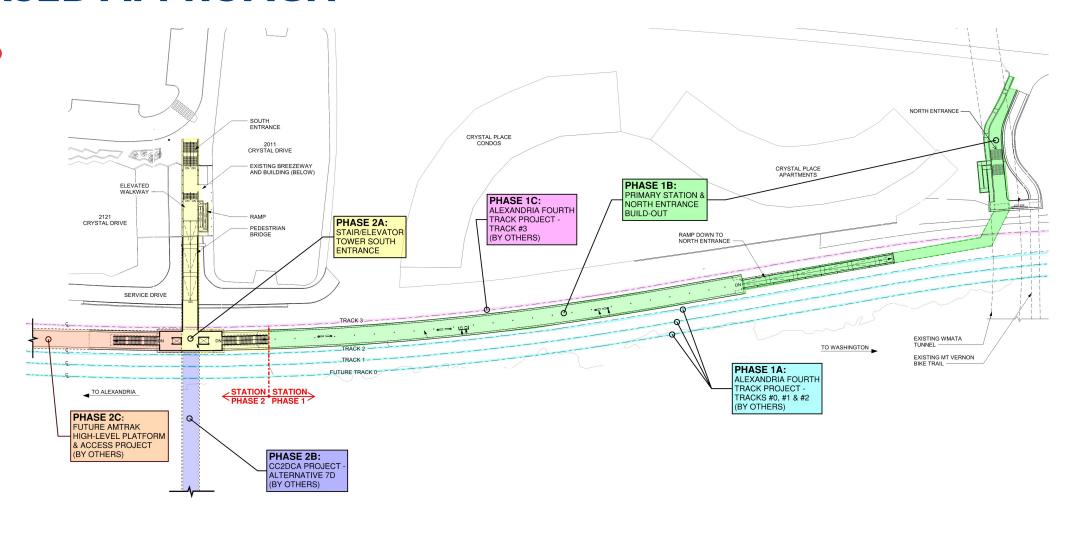
- Led by Arlington County assisted by VDOT
- Funded (partially) by NVTA
- Currently in NEPA Alternatives Analysis

Amtrak High-Level Platform

- Requires gauntlet track
- In-Service once Long Bridge Project is completed by VPRA



PHASED APPROACH



BENEFITS OF RECOMMENDED PHASED APPROACH

- Enhances Constructability (Safety and Operations)
 - Reduces construction between active tracks
- Allows Delivery of Station Coordinated with Fourth Track
 - Critical to construct platform prior to Fourth Track
- Permits Open Design of CC2DCA Connector Alternatives
 - Design is not constrained infrastructure built by VRE
- Enhances Continuity and Appearance of Adjacent Structures
 - Bridge to JBGSmith and Bridge to DCA similar in size and architecture



QUESTIONS?



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