

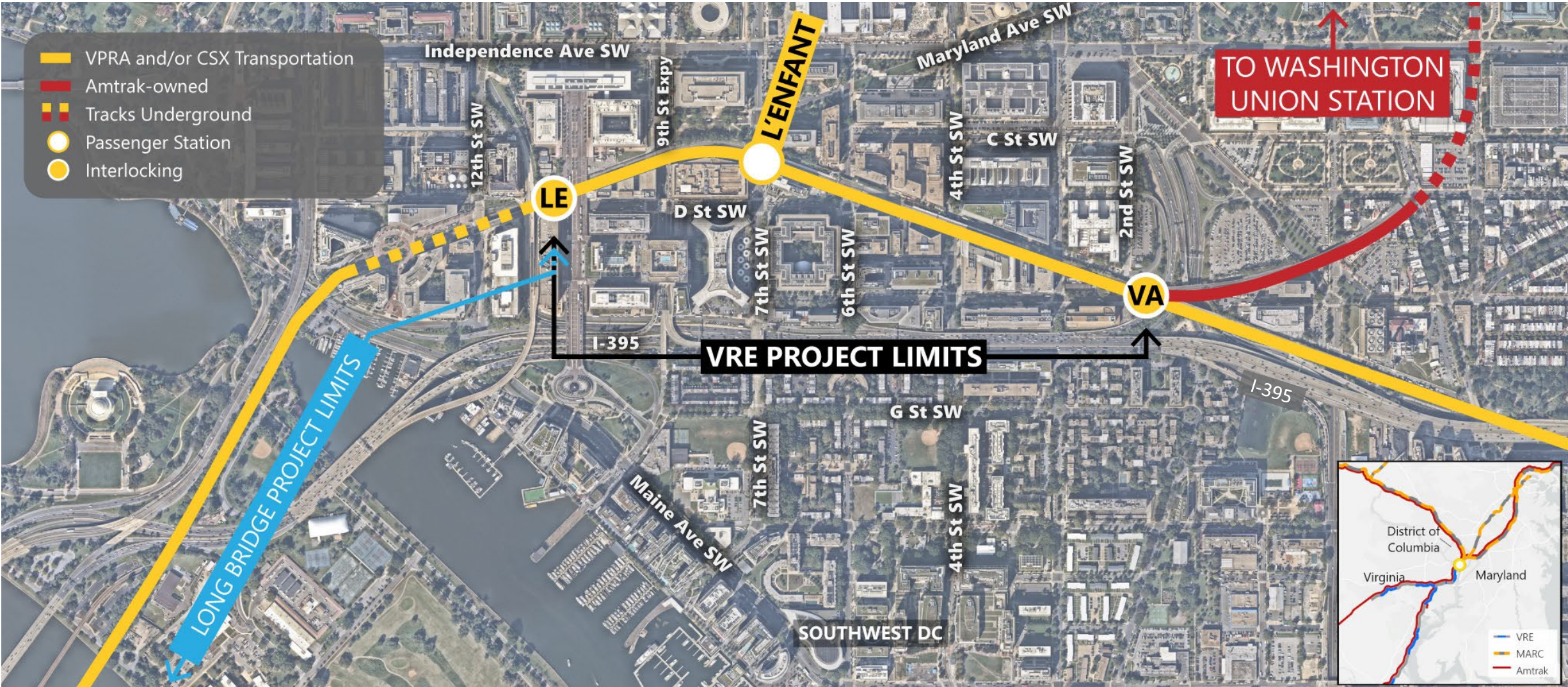


# VIRGINIA RAILWAY EXPRESS

## L'ENFANT STATION AND 4<sup>TH</sup> TRACK IMPROVEMENTS

TPB Freight Subcommittee Meeting  
April 9, 2026

# PROJECT OVERVIEW



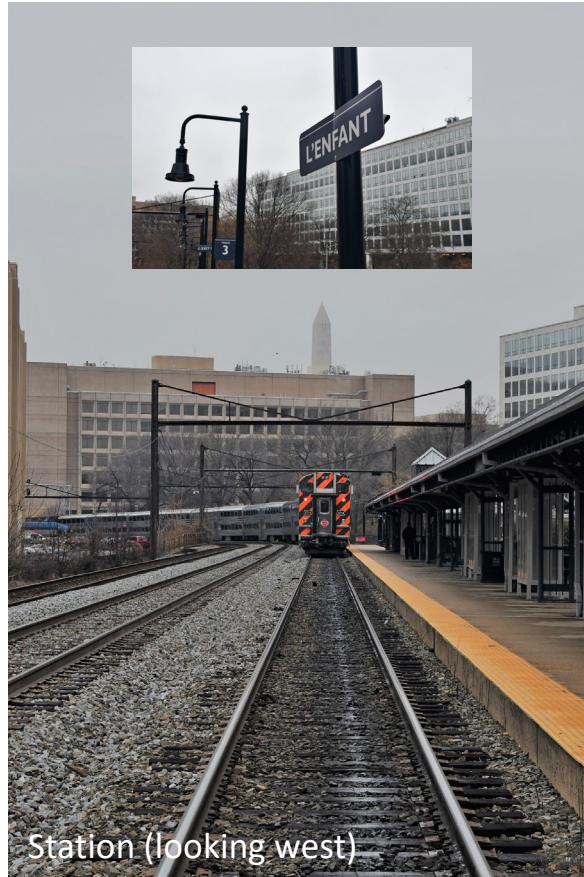
# EXISTING VRE STATION AND TRACKS



Station (looking west)



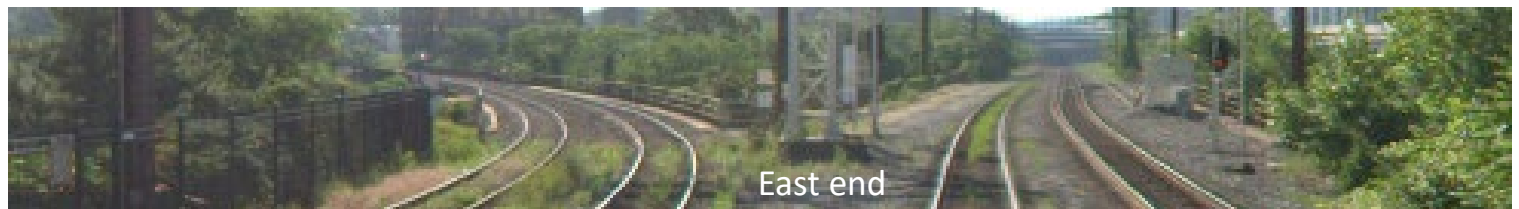
6<sup>th</sup> St SW Bridge (looking east)



Station (looking west)

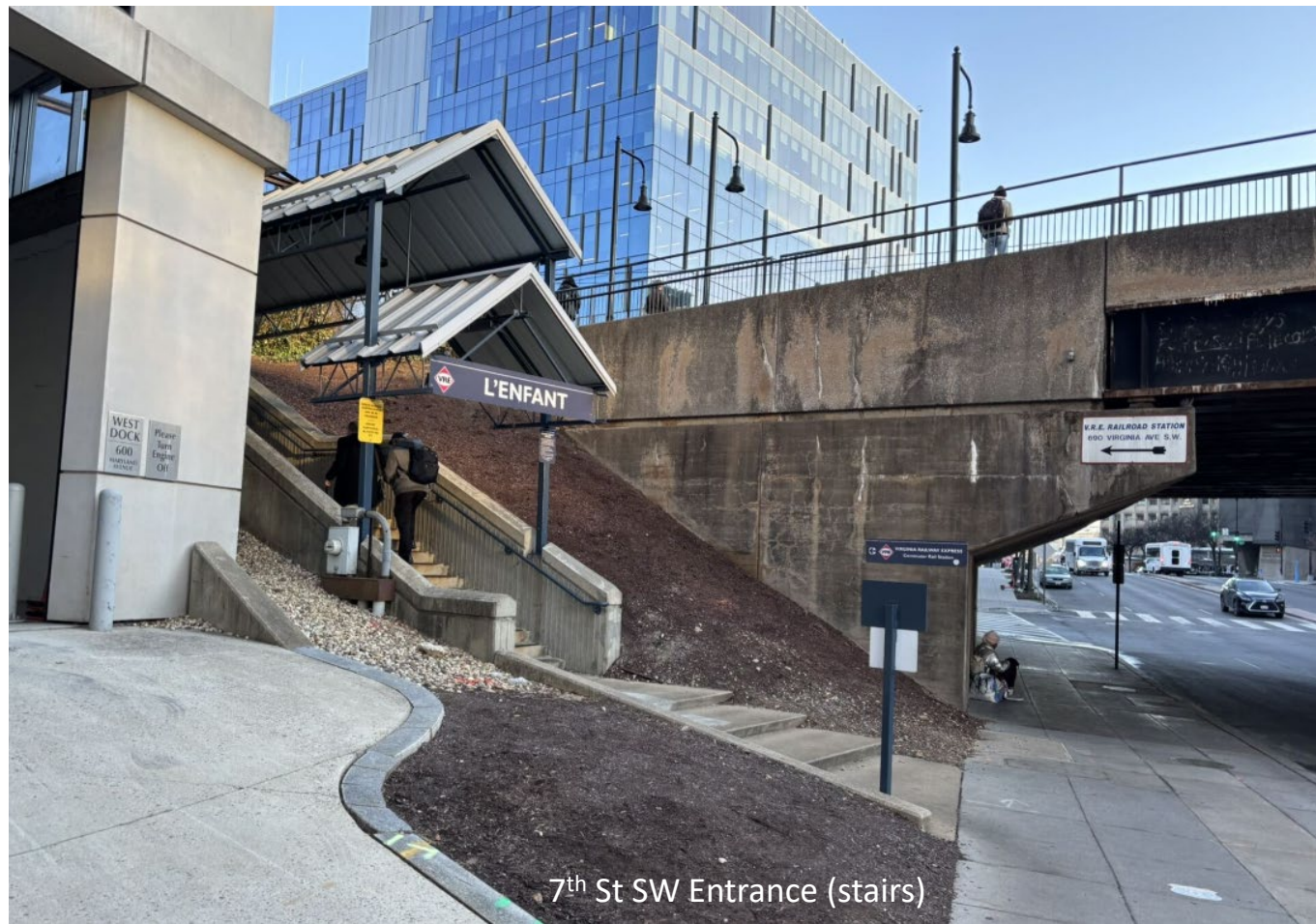


Station (looking east)



East end

# EXISTING 7<sup>TH</sup> VRE ENTRANCE



# EXISTING 7<sup>TH</sup> ST SW BRIDGE



# EXISTING 6<sup>TH</sup> VRE ENTRANCE



6<sup>th</sup> St SW Entrance



6<sup>th</sup> St SW Entrance

# EXISTING 6<sup>TH</sup> ST SW BRIDGE



6<sup>th</sup> St SW Bridge (looking north)



6<sup>th</sup> St SW Bridge (looking northeast)

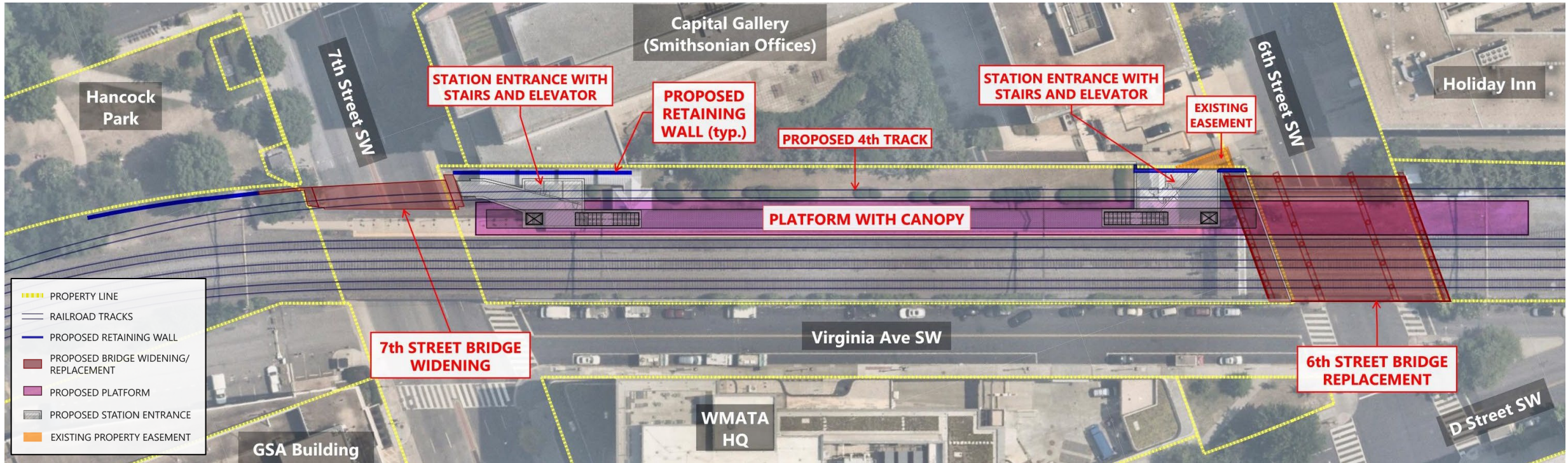


6<sup>th</sup> St SW Bridge (looking south)

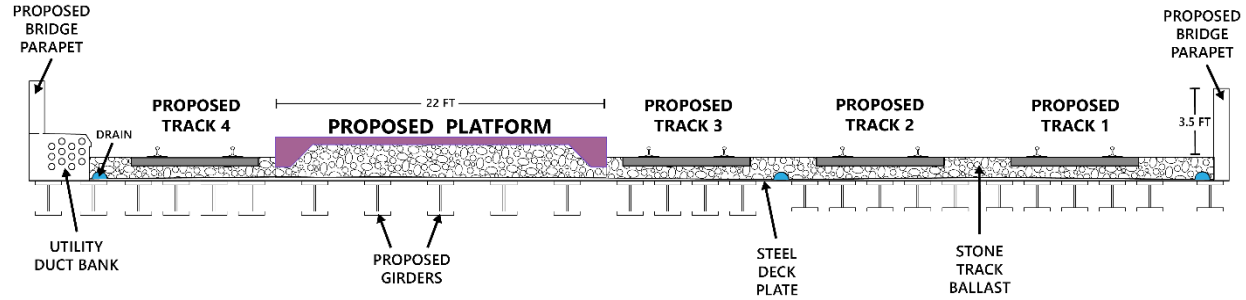


6<sup>th</sup> St SW Bridge (steel framing)

# PROPOSED UNDERTAKING: STATION AND BRIDGES



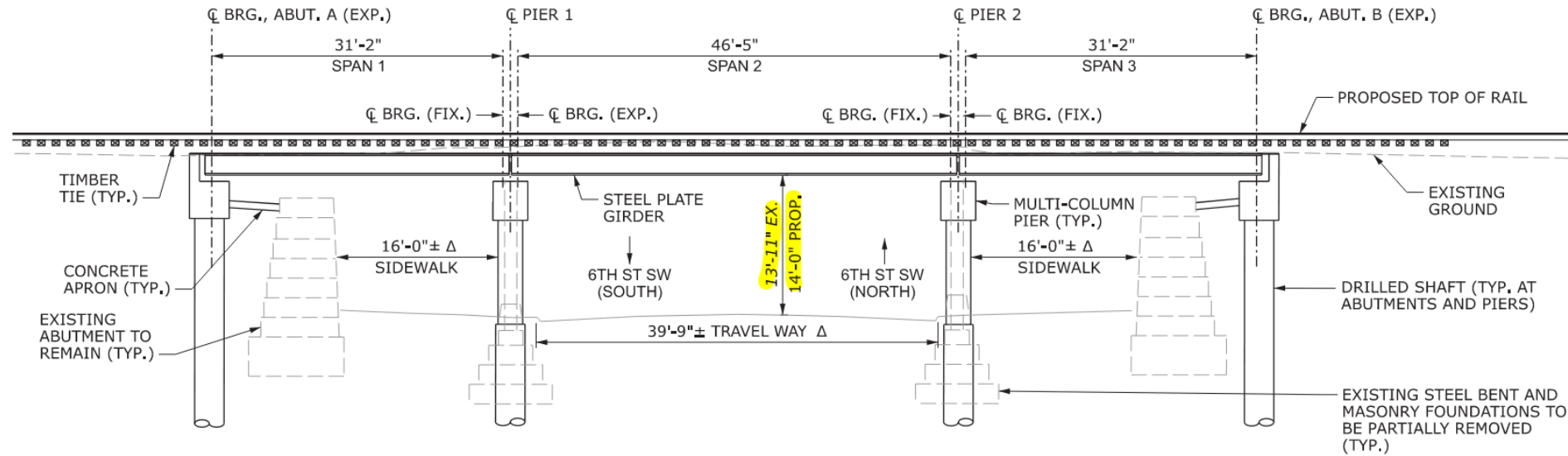
**PROPOSED 7th STREET BRIDGE WIDENING**



**PROPOSED 6th STREET BRIDGE REPLACEMENT**

# STRUCTURES – 6TH STREET BRIDGE REPLACEMENT

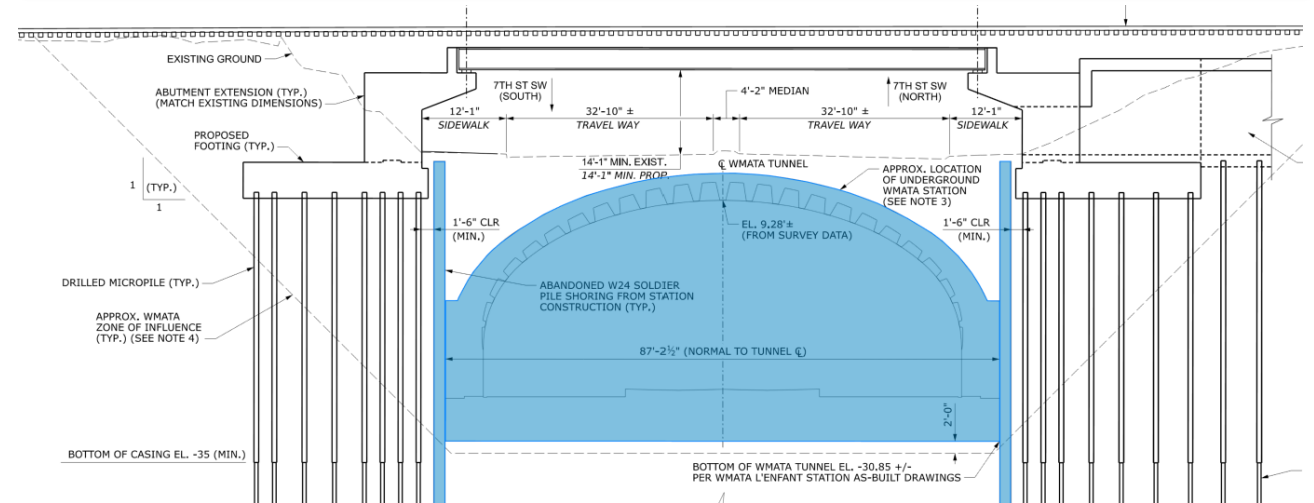
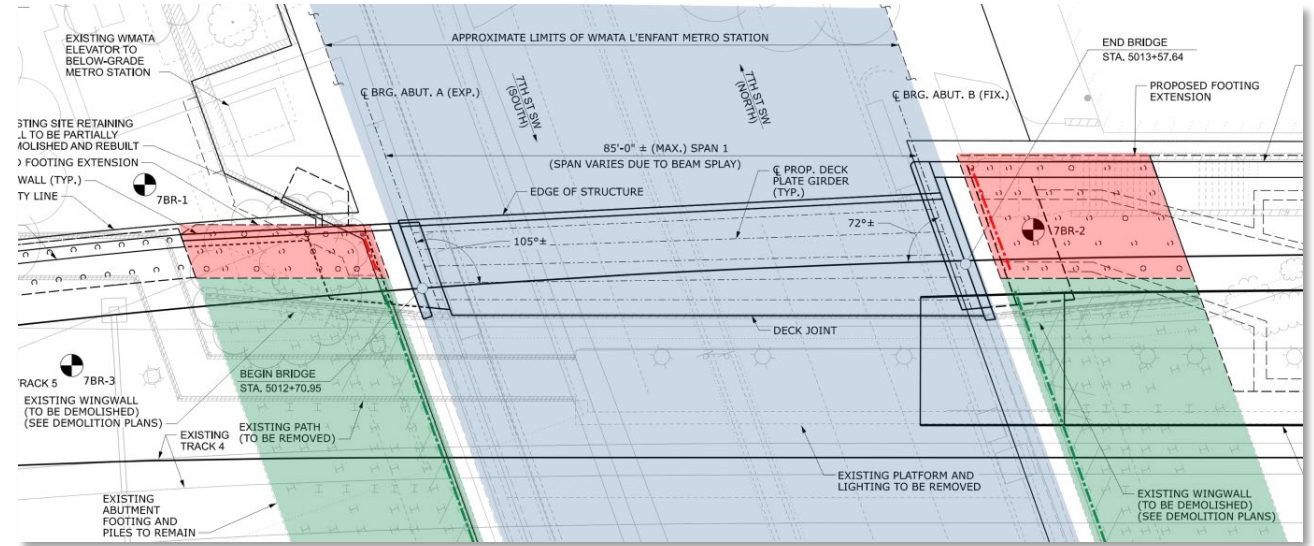
- Retain existing abutments
- Minimize superstructure depth
- Increase vertical clearance



**Proposed Bridge Elevation**

# STRUCTURES – 7TH STREET BRIDGE WIDENING

- Match 1972 design
- Metro below 7<sup>th</sup> Street
- Support of Excavation
- Deep Foundations



**Proposed Bridge Plan and Section**

# PROPOSED 7<sup>TH</sup> STREET SW ENTRANCE

EXISTING CONDITION



NEW ENTRANCE



*\*Renderings are in draft illustrative form and not intended to represent final finishes or design.*

# PROPOSED 6<sup>TH</sup> STREET SW ENTRANCE

EXISTING CONDITION



NEW ENTRANCE



*\*Renderings are in draft illustrative form and not intended to represent final finishes or design.*

# PROPOSED STATION AND PLATFORM

EXISTING CONDITION

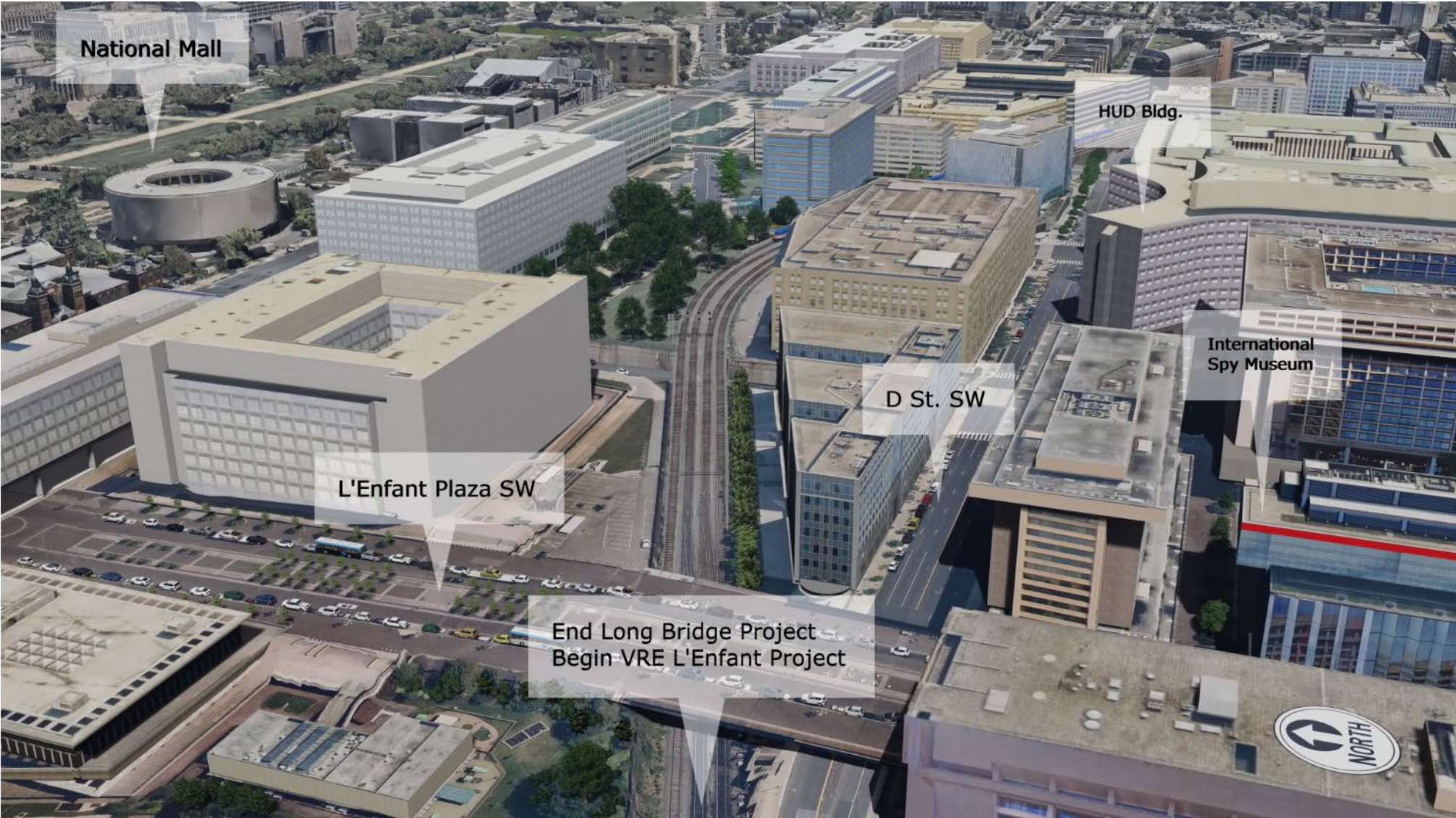


PROPOSED PLATFORM



*\*Renderings are in draft illustrative form and not intended to represent final finishes or design.*

# PROPOSED UNDERTAKING: FLY-THROUGH VIDEO



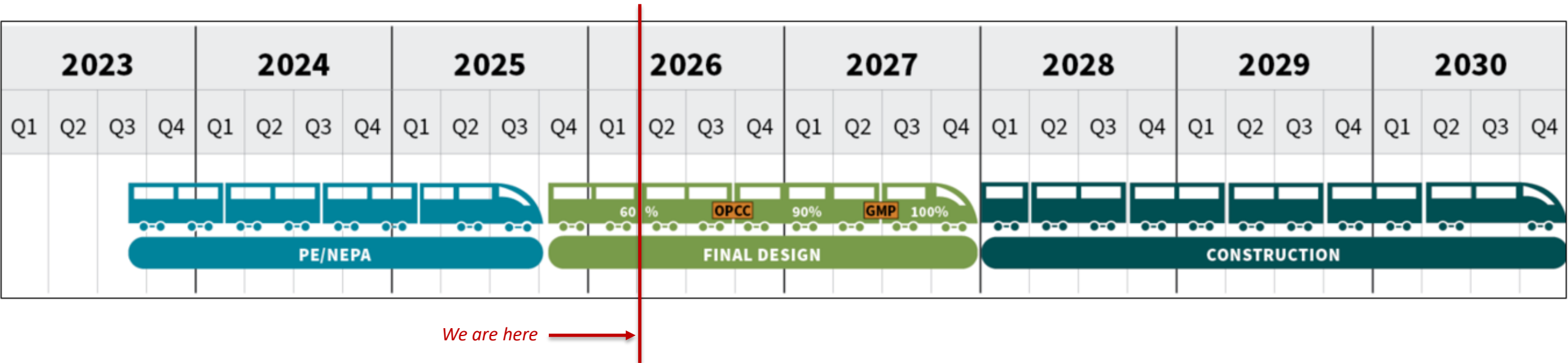
Available on VRE's YouTube channel at: <https://youtu.be/VjXjETUMsq4?si=Nvwqa7KO4QgMzv0f>



# LONG TERM RESILIENCY BENEFITS

- **Operational Redundancy** - addition of a 4th mainline track for future demand
- **Incident Recovery/Flexibility** - enhanced track and platform configuration improves operational flexibility during service disruptions
- **Network Reliability** - reduces train conflicts among VRE, Amtrak, and freight operations, improving on-time performance for all users
- **Climate & Extreme Weather Resilience** – infrastructure upgrades for 100-year design life improves resistance to extreme weather events, flooding, climate stressors
- **Regional Economic Resilience** - protects reliability of a critical commuter link serving federal, and regional employment centers

# PROJECT SCHEDULE



- Construction Manager General Contractor (CMGC) Delivery
- OPCC = Opinion of Probable Construction Cost
- GMP = Guaranteed Maximum Price



# DISCUSSION