

November 2023

Revised February 2024

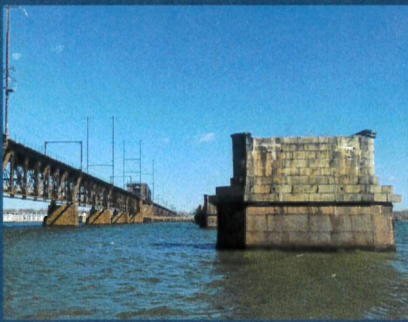
# SUSQUEHANNA RIVER RAIL BRIDGE PROJECT



The Amtrak Susquehanna River Rail Bridge Project is a critical infrastructure project that will improve rail connectivity along the Northeast Corridor (NEC) by replacing the two-track bridge with four tracks over the Susquehanna River between the City of Havre de Grace in Harford County, Maryland and the Town of Perryville in Cecil County, Maryland.

## Upcoming Work: Remnant Pier Removal

### What is Happening?



The remnant piers adjacent to the existing Susquehanna River Rail Bridge will be removed as an early action item.

### Why is it Happening?



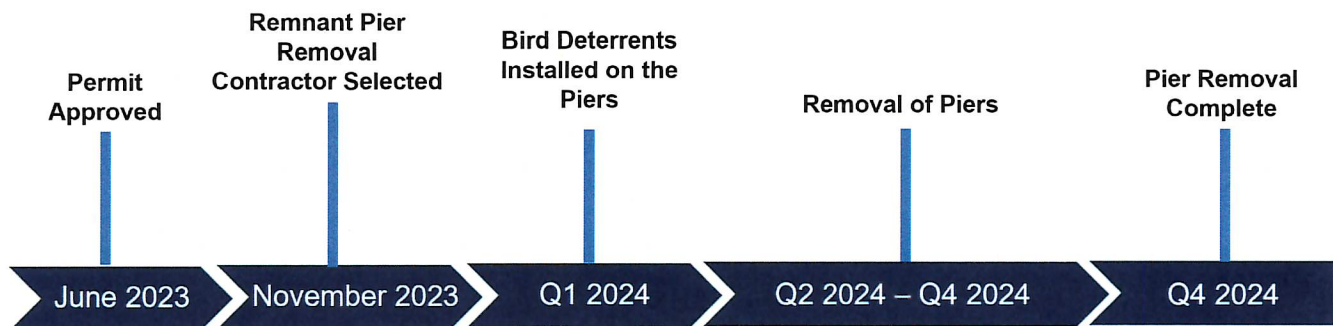
The completion of this work is necessary in order to begin the Susquehanna River Rail Bridge Project construction phase. The pier removal will also improve safety and navigation for waterway users.

### When is it Happening?



In-river work will begin in Q1 2024 and the piers are anticipated to be fully removed by Q4 2024. Construction will adhere to time-of-year restrictions to protect aquatic plants and wildlife.

## Anticipated Construction Timeline



*\*Construction timing subject to change*

### For More Information:



**Email**  
SRBProject@amtrak.com



**Website**  
Amtrak.com/susquehanna-river-rail-bridge-project



**Phone**  
844-SUS-RAIL or 844-787-7245



**Mail**  
Amtrak – Attn Susquehanna River Rail Bridge Project  
Box 65 – 2955 Market Street  
Philadelphia, PA 19104

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# Amtrak Susquehanna River Rail Bridge Project

Project Update – Havre de Grace City Council

February 5, 2024



# Amtrak Program Overview

- Improves
  - Reliability
  - Passenger Comfort
  - Trip Times and Frequency
- Reduces
  - Operation Cost
  - Maintenance Cost
- Provides future increased capacity for both passenger and freight
- Regional job growth
  - 14,700 Direct/Indirect Jobs\*
  - 9,200 Induced Jobs

*\*Based on ATPA Fact Book*



*Illustrative rendering of the new bridges*



# Project Overview – Existing Conditions

- Current Conditions
  - 1906 original double track structure
  - Movable swing bridge
  - Limits speed to 90 mph
  - Functionally obsolete
  - Escalating maintenance costs
  - Inefficient operational costs
  - Marine traffic openings delay train service





# Project Overview – Existing Operations

- Supports 3 Railroads
  - Amtrak – 80 to 90 trains per day
  - MARC – 12 to 14 trains per day
  - Norfolk Southern – 8 to 10 trains per day
  - CSX has operational rights



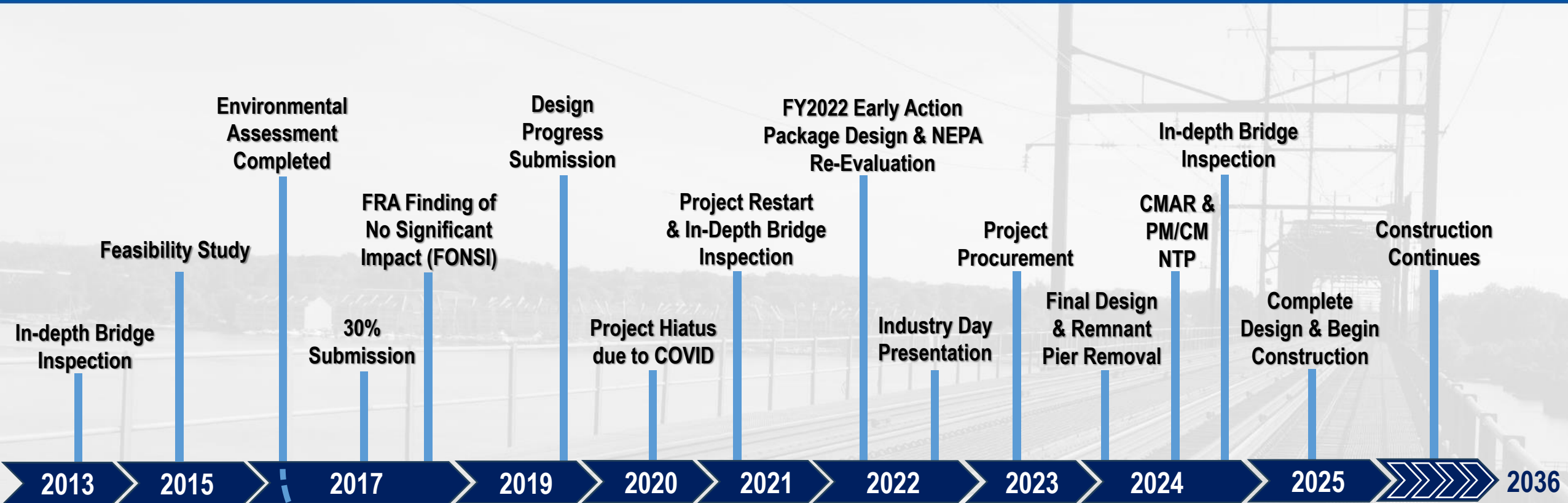


# Project Overview – Project Description

- Future Rail Infrastructure
  - Five route miles including three interlockings
  - Replaces existing double track bridge with two new double track bridges
  - Upgrades 15 short-span bridges
  - Modernizing track, catenary and signals
  - 21st century safety and security



# Overall Project Timeline



- Two-step screening process used to evaluate 25 alternatives
- Alternatives evaluated based on engineering, environmental, safety, and security; projected freight operations; and stakeholder input
- 34 public and stakeholder meetings conducted; 150 comments evaluated
- Programmatic Agreement signed in May 2017

# Project Updates



# Design

## Bridges & Structures Overview

- 4,400 ft., 23-span River Crossing
  - 400 ft. Navigation Channel Span
  - 181 ft. Typical Span
- 15 short-span approach bridges
  - Lewis Lane Bridge
  - Juniata Street Bridges
  - Adams Street Bridges
  - Centennial Lane Tunnel
  - Stokes Street Bridges
  - Freedom Lane
  - Lewis Run Culvert
  - Lilly Run Culvert

## • Phase 1 Quantities

- Structural Steel ~30M Lbs.
- Reinforcing Bar ~13M Lbs.
- Concrete ~49k CY
- Retaining Walls ~65k SF
- Drilled Shafts ~8k LF

## • Phase 2 Quantities

- Structural Steel ~30M Lbs.
- Reinforcing Bar ~15M Lbs.
- Concrete ~56k CY
- Retaining Walls ~92k SF
- Drilled Shafts ~8k LF

# Design

- Structural Design Considerations:
  - Criteria
    - 160 mph for east bridge; 125 mph for west bridge
    - 100-year design life
  - Constructability
    - Maintain safe and consistent track operations
    - Minimize roadway impacts
    - In-water work
  - Network Tied Arch
    - Higher degree of redundancy
    - Meets navigational clearances
    - Strong public support
  - Approach Spans
    - Spans compatible with catenary system
    - Familiar Maintenance



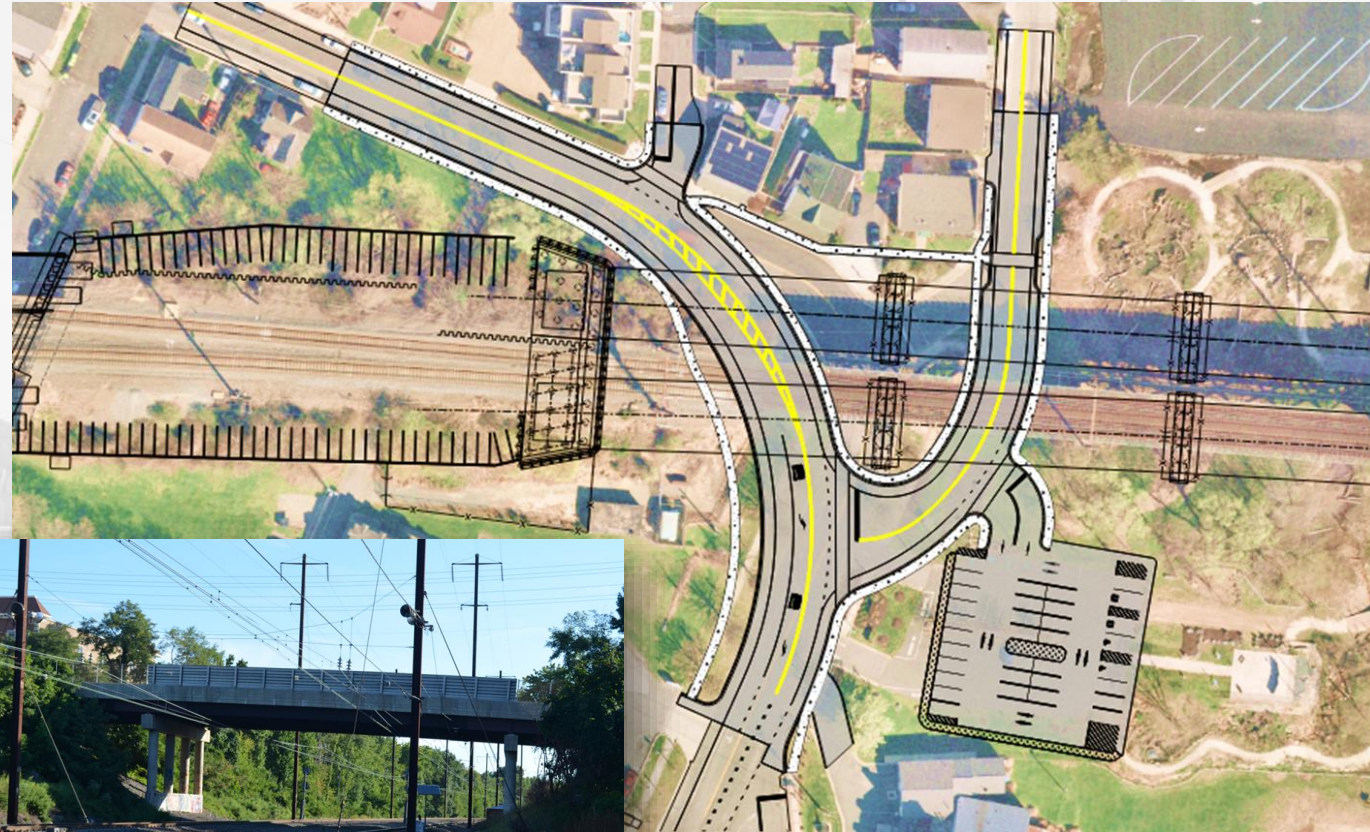
*Illustrative rendering of the new bridges*



# Design

## Streets and Traffic Overview

- Lewis Lane Bridge
  - New single-span structure
- Otsego/Union Ave (MD-7A) Improvements
  - Improved geometry/viewshed
  - Utilities Relocated underground
  - New Stormwater Infrastructure
  - Bike Lanes supported
- Juniata, Adams, Warren, Stokes Streets and Bridges
  - Access for Utility and Railroad Bridge construction activities



*Lewis Lane Bridge*

*Illustrative Rendering of the  
Otsego/Union Avenue Improvements*



# Design

## Otsego/Union Ave Temporary Detour



## Lewis Lane Temporary Detour

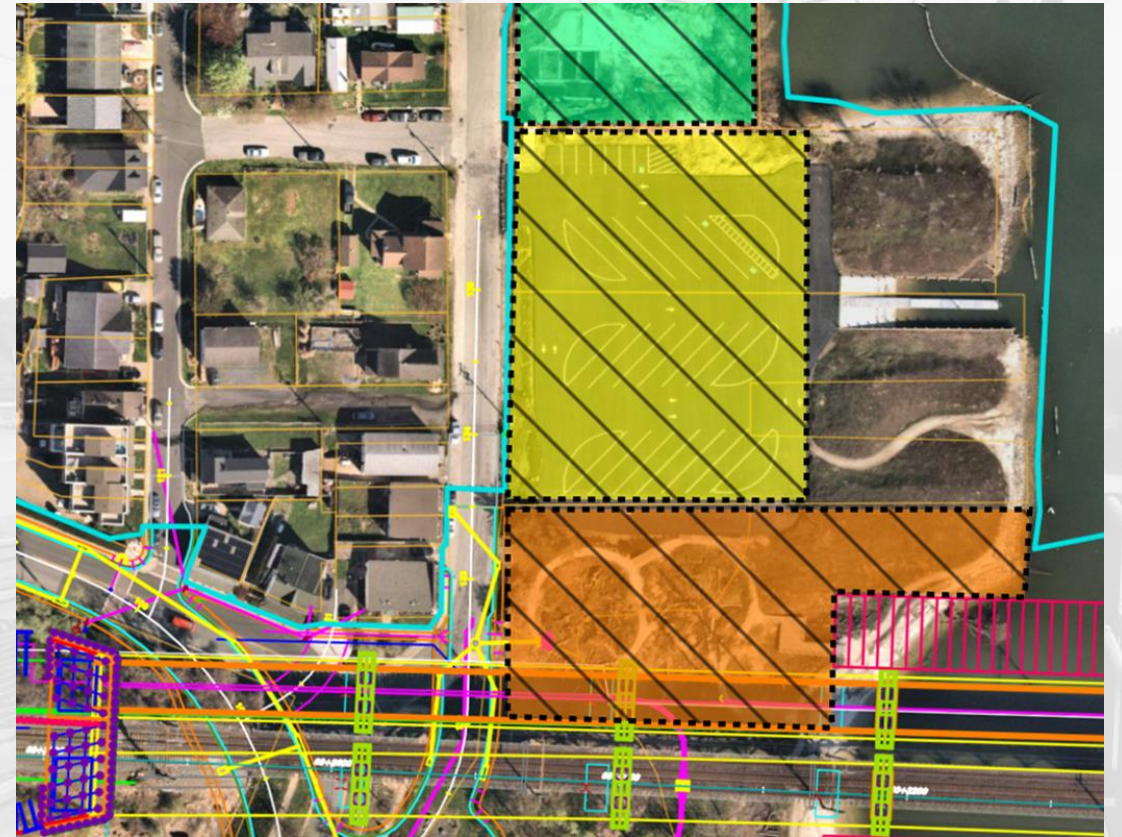




# Design

## Real Estate Overview

- Easements needed from approx. 24 properties
  - Several City owned properties, mostly along shoreline
    - Living Shoreline
    - David R. Craig Park
  - High School (incl. Improvements to Harris Field)
  - Post Office
  - American Legion Post 47
- Initial outreach letters mailed, follow-up phone calls
  - Began March 2023
  - Additional outreach September 2023
  - Further outreach to occur Jan/Feb 2024

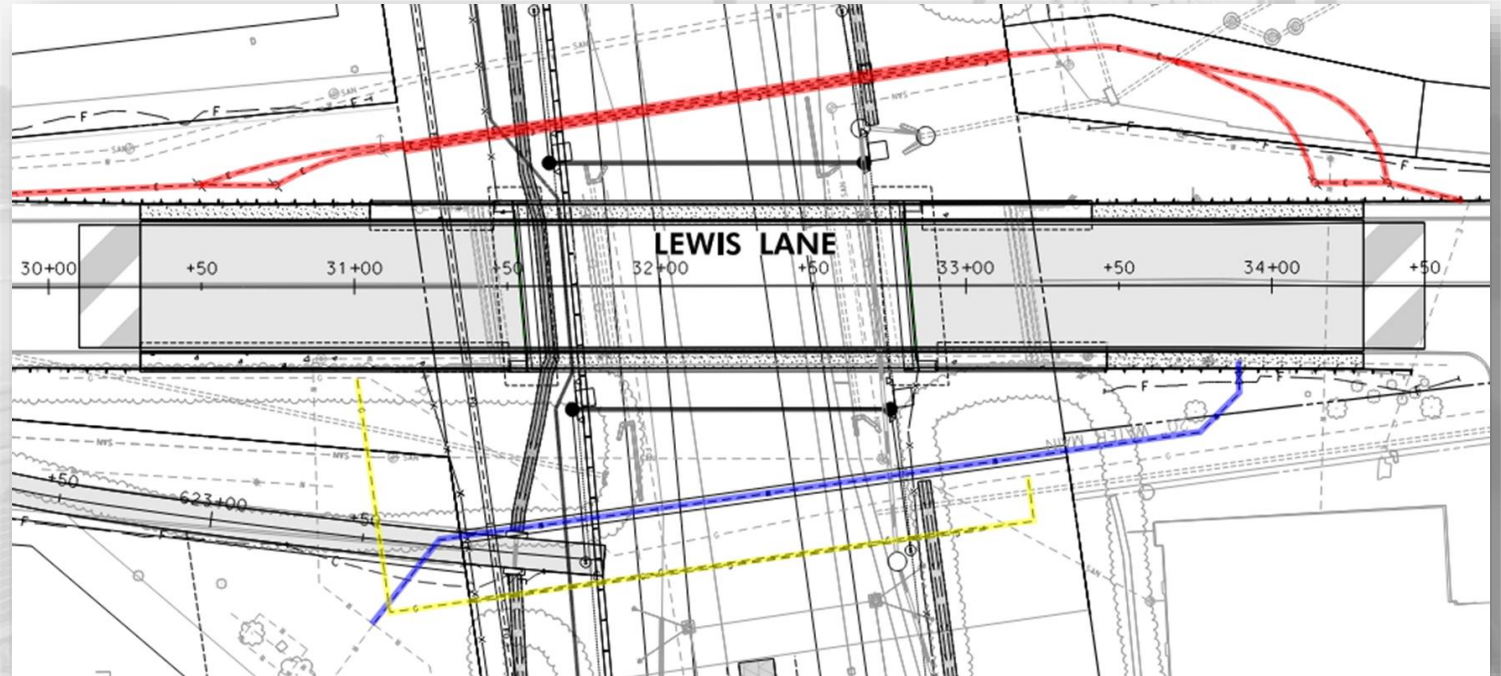


*Illustrative Rendering of Shoreline Access Areas*

# Design

## Utility Coordination Overview

- Utility relocation work to occur early where feasible
- Coordinating with 15 public utilities, including City of Havre de Grace and Harford County
  - City Water Main Upgrades
  - County 20" Water Main
- Complex locations:
  - Lewis Lane Bridge
  - Juniata Street
  - Otsego/Union Ave



*Illustrative Rendering of Proposed Utility Crossings at Lewis Lane*



# Environmental

- NEPA Re-Eval #1 October 2023
  - Continuing to coordinate with FRA on potential Re-eval #2
- Northern Map Turtle
  - Towson University began Basking surveys April 2023
  - Nesting surveys May to July 2023
  - Further basking studies between September and November 2023
  - Potential studies planned for 2024:
    - Aquatic Surveys (e.g. Divers and drones)
- Joint Permit Application and Water Quality Certification submitted December 2023
  - Section 106
  - Phase I archeological reports
  - Re-initiation of APE letters
  - HABS/HAER documentation
- Noise Monitoring
  - Data collection performed December 2023 in City of Havre de Grace and Town of Perryville



# Procurement

- Construction-Manager-at-Risk (CMAR) awarded to Flatiron/Herzog JV
- PM/CM awarded to AECOM-led team
- Remnant Pier Removal contractor awarded to Fay Construction
  - Work could begin as soon as 2/5/2024 (bird deterrent netting)
  - Historic Considerations (salvage and signage)
- Future Procurements

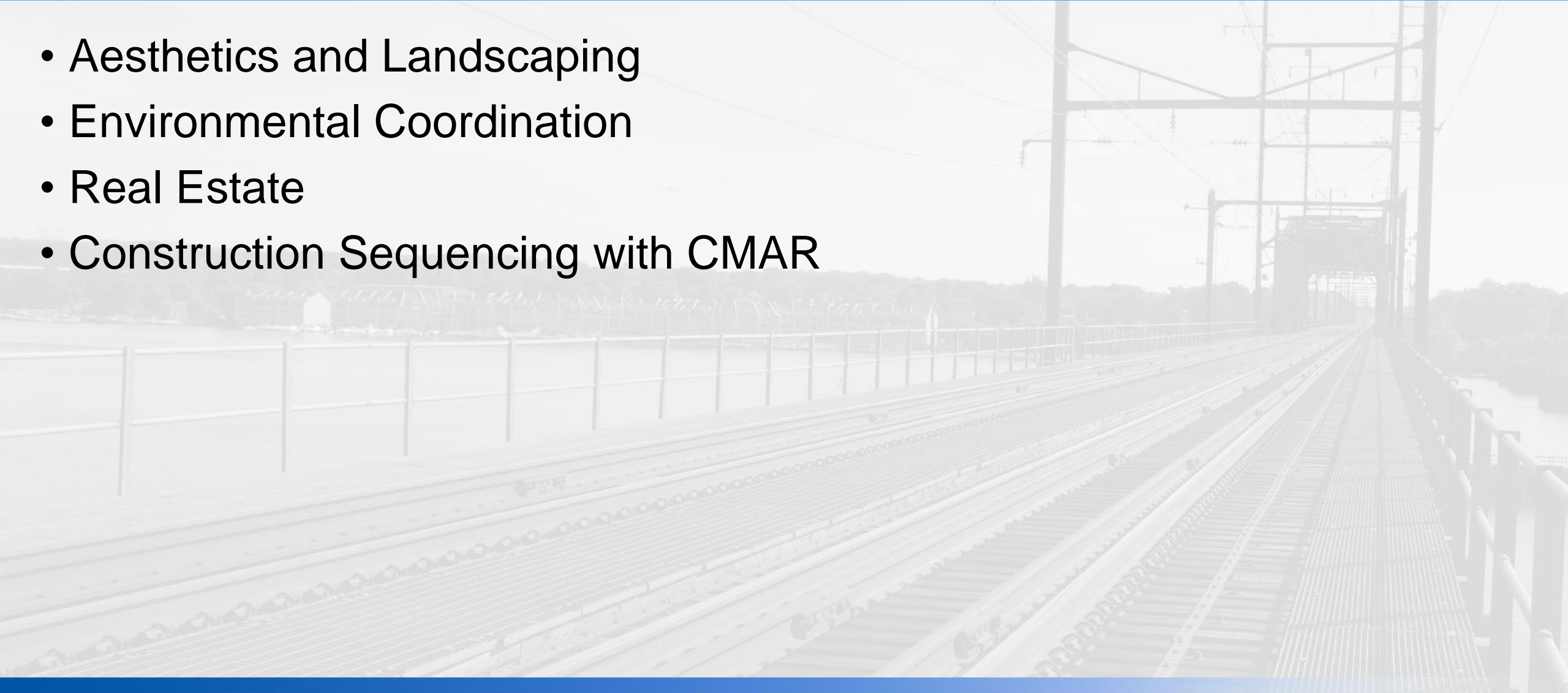


**Scan to view the Remnant  
Pier Removal Fact Sheet**



# Future Meetings

- Aesthetics and Landscaping
- Environmental Coordination
- Real Estate
- Construction Sequencing with CMAR



# Recent Coordination and Public Outreach

- Recent Coordination Meetings
  - Town of Perryville 2/5/2024
  - MDOT/Harford County/City of Havre de Grace Joint Meeting (11/14/2023)
  - Harford County Public Schools (11/13/2023)
  - Railroad Stakeholders (Monthly)
  - Utilities (9/28/2023, 11/16/2023)
  - Emergency Services Coordination
- Website
  - <https://www.amtrak.com/susquehanna-river-rail-bridge-project>
  - Quarterly Newsletters
  - Fact Sheets
  - Environmental Studies
- Contacts
  - Phone Number: 844-SUS-RAIL or 844-787-7245
  - SRBProject@amtrak.com



**Scan to view the project website**



**Scan to sign up for our mailing list**

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# Outreach and Engagement

- Engage with communities before, during, and after critical infrastructure projects, serve as a conduit for feedback and concerns from communities and enhance relationships by serving as a community partner.
- Examples:
  - In-person engagement opportunities
  - Student engagement
    - Career Fairs
    - STEM Programming
- Contact:
  - Denise Miller, Office of Community Engagement [Denise.Miller@amtrak.com](mailto:Denise.Miller@amtrak.com)



# Q&A







Thank You