

SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

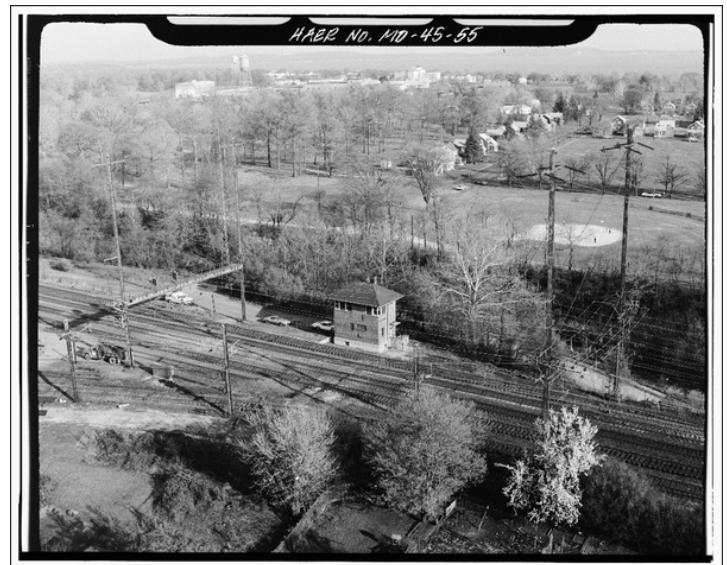


A Piece of History


Studies of the cultural resources located within the Susquehanna River Rail Bridge Project area have been ongoing since 2014 to ensure all significant buildings, objects, structures, districts, and archaeological sites are taken into account during bridge design and construction. As part of the Programmatic Agreement commitments established during the Environmental Assessment phase, the Project team is currently conducting Historic American Building Survey (HABS) and Historic American Engineering Record (HAER) documentation of three resources in the corridor: the Perryville Railroad Tower, the Susquehanna River Rail Bridge itself, and a series of bridges and overpasses located in the City of Havre de Grace. The HABS/HAER process requires thorough recordation of these resources to meet federal standards, including research, field documentation, large-format photographs, and the production of a series of documents. This extensive documentation will be placed in the U.S. Department of the Interior's permanent archives. Through this process, the Project team is coordinating with the relevant cultural resource agencies, including the Maryland Historical Trust, to ensure the history and prehistory of the Project area is studied and preserved throughout the bridge replacement process.

Recent Progress


As part of the Susquehanna River Rail Bridge Project, the remnant piers adjacent to the existing bridge will be removed. The removal of the piers will allow the existing bridge to be demolished and the new East and West two-track bridges to be built. In early June, the U.S. Army Corps of Engineers granted Amtrak approval to begin the remnant pier removal process. Procurement for construction is anticipated to occur in Fall 2023. Removal of the remnant piers is expected to begin in Spring 2024. To minimize environmental impact, the piers further away from the shoreline will be removed between June 16, 2024 – October 31, 2024 and construction will be contained within a turbidity curtain. Turbidity curtains help trap additional sediment from construction so it does not enter the waterway and impact the natural environment. The piers closest to shoreline will be removed during the month of October 2024 and construction will be contained within a rigid cofferdam. A cofferdam limits the flow of water into the work area which helps conserve and protect fish, plants and other wildlife.



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Thriving Economies

The Susquehanna River Rail Bridge Project is a critical link to the NEC and connects over 700,000 thousand people each day. The project will help improve the function of the NEC to enable economic activity to continue and grow, supporting the economy on a global, national, regional, and local scale. The construction of both the East and West Bridges are expected to generate over 32,000 jobs. Once the project is complete, the new bridges will allow the continued operation of train service in this high-demand corridor. This will support the growth of service and employment in the future.

Throughout the design process of the Project, Amtrak has been dedicated to contributing to the local economy and equity initiatives. When contracting, Amtrak is committed to Supplier Diversity which provides opportunity to minority-owned firms, women-owned firms, small business enterprises (SBEs), and disadvantaged business enterprises (DBEs). Amtrak requires prime firms to subcontract with SBEs and DBEs in accordance with good faith efforts. As of now, there are nearly a dozen DBE/SBE firms already engaged on the Susquehanna River Rail Bridge Project in various capacities and roles, with many more expected as more contractors are brought on board. In addition, several of these firms employ staff local to the project area.




Up Next


Amtrak Procurement is working to procure a Construction Manager At Risk or CMAR to join the Project team as the design phase progresses. The CMAR delivery method is intended to promote collaboration through early engagement of the CMAR Contractor as the design for the Project is advanced by Amtrak's Designer of Record. The team initiated the procurement process with a well attended Industry Day Presentation in December 2022 which overviewed the Project's design and proposed operation, environmental permitting, construction details, and ongoing stakeholder coordination. At the beginning of this year, Amtrak hosted a CMAR Request For Qualifications presentation which provided more detail into the procurement process for interested bidders. When selecting the CMAR contractor, innovation, maximizing opportunities for cost savings, construction sustainability, and diversity and inclusion are being prioritized. The CMAR contractor is anticipated to start work in the Fall 2023.



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