



SUSQUEHANNA RIVER BRIDGE PROJECT

Newsletter
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Project Update

Recent Progress



On December 30, 2025 the U.S. Coast Guard issued the Section 9 Bridge Permit. Coordination will continue to ensure boaters are able to safely navigate through the Susquehanna River during and after construction of the new crossing.



Archaeological crews recently finished washing over 15,000 artifacts found during the Fall 2025 digs in the Project area. Read more about the archaeological investigations [here](#).



Artifact found during the dig

Ongoing Maintenance



Crews are continuing mitigation work at the Simon's Run wetland and stream in Harford County.



Amtrak will continue performing regular inspections and maintenance along the existing bridge.

Restorative Work at Simon's Run

In accordance with environmental permitting commitments, compensatory wetland and stream mitigation work is being completed at the Simon's Run site in Harford County. This work includes construction of wetlands, stream stabilization and creation of step pools. Nontidal wetlands like Simon's Run help protect the Chesapeake Watershed by filtering phosphorus, nitrogen, and other pollutants from upland runoff. Additionally, nontidal wetland vegetation helps prevent flooding, reduces erosion and protects fish and wildlife habitats.



Crews conducting compensatory mitigation work at Simon's Run

Frequently Asked Questions

Q How will Amtrak mitigate environmental and natural resource impacts during construction?

A Amtrak is working closely with state and federal natural resource agencies to obtain necessary environmental permits and coordinate potential environmental mitigation measures. For example, Amtrak is coordinating with the Maryland Department of Natural Resources to potentially install turtle exclusion fencing. This will prevent Northern Map Turtles from nesting in areas that may be disturbed during construction.

Click [here](#) to view the other frequently asked questions about the project.

It can take a train over a mile – or **18 football fields** – to stop. This means even when a train conductor reacts quickly in an emergency, the train may not stop where it needs to. Trains are extremely heavy and high in momentum, which means they require more time, distance, and force to fully stop than cars at a stop sign or a red light. Trains can't stop quickly or swerve, and they are faster and quieter than as they seem. **See tracks? Think train!**

Source: [Operation Lifesaver](#)

Meet the Team

Adriane Payne is a Project Controls Manager for Amtrak's Susquehanna River Bridge Project. She has been with Amtrak for eight years, including the past two years in the Capital Delivery Department. In her role, Adriane is responsible for project planning, scheduling, budgeting, and cost control, ensuring alignment between scope, schedule, and financial performance. With a proven ability to oversee delivery performance, she drives projects forward in complex, fast-paced environments. Adriane's disciplined and analytical approach supports informed decision-making and effective risk management throughout the project lifecycle. Outside of work, Adriane enjoys home improvement projects and interior design, channeling her creativity and attention to detail into transforming spaces.



Adriane Payne,
Amtrak Project Controls Manager

Amtrak has been spearheading a comprehensive community outreach program since 2014. By raising awareness of the project, being present at local events, and engaging with community groups, Amtrak is bridging communities on both sides of the Susquehanna River and beyond. Have a question or comment? Reach out to us using the contact information listed below.



For More Information:



Visit the website:
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