

Project Introduction

- Federal Railroad Administration (FRA) grant awarded to Maryland Department of Transportation (MDOT) for National Environmental Policy Act (NEPA) & Preliminary Engineering through the High-Speed Intercity Passenger Rail Program.
- FRA is serving as lead federal agency for the NEPA Environmental Assessment. The U.S. Coast Guard and the U.S. Army Corps of Engineers are serving as Cooperating Agencies.
- MDOT is the grant recipient and project sponsor.
- Amtrak, as bridge owner, is providing engineering designs and acting in cooperation with FRA and MDOT.

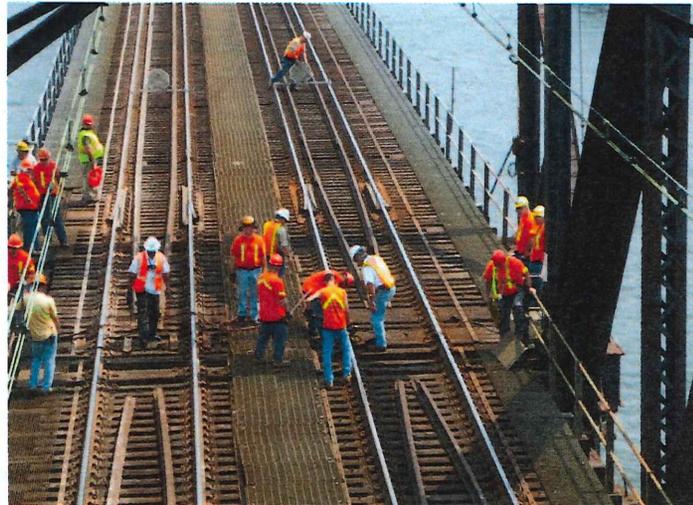
Project Purpose and Need

The problems posed by the existing Susquehanna River Rail Bridge include:

- Functionally obsolete and aging infrastructure
- Speed and capacity constraints
- Operational inflexibility
- Maintenance difficulties
- Conflicts with maritime uses



The Northeast Corridor merges from four tracks to two tracks (heading south from Perryville to Havre de Grace).



Amtrak crew manually opening the movable bridge span to accommodate marine traffic.

The primary purpose of the Susquehanna River Rail Bridge Project is to provide continued rail connectivity along the Northeast Corridor (NEC).

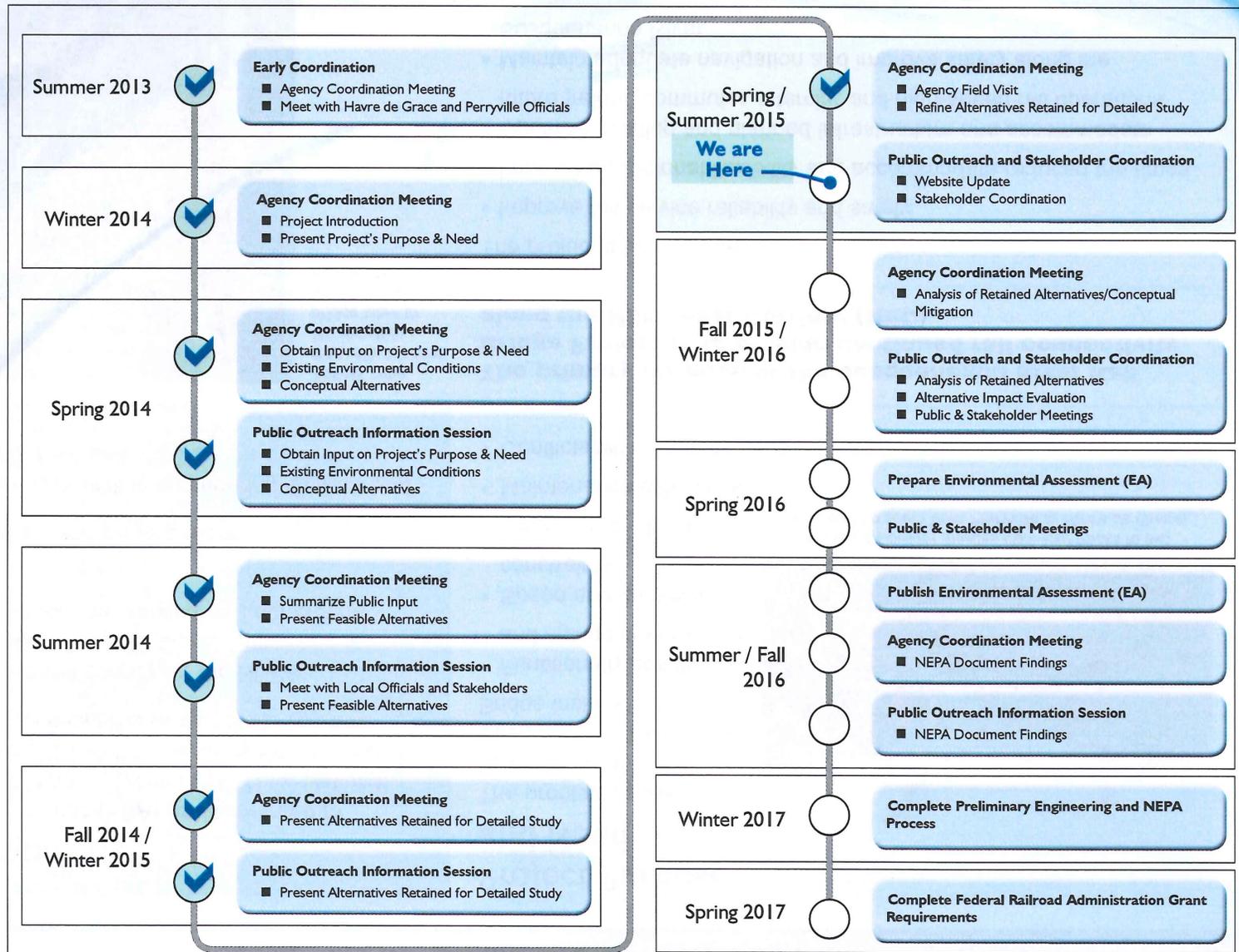
The project goals include:

- Improve rail service reliability and safety
- Improve operational flexibility and accommodate reduced trip times
- Optimize existing and planned infrastructure and accommodate future freight, commuter, intercity, and high-speed rail operations
- Maintain adequate navigation and improve safety along the Susquehanna River

SUSQUEHANNA RIVER RAIL BRIDGE PROJECT

susrailbridge.com

Project Schedule



Maryland Department
of Transportation

