



PORTAL BRIDGE
CAPACITY ENHANCEMENT

PORTAL BRIDGE CAPACITY ENHANCEMENT PROJECT
Harbor Ops Meeting
March 18, 2009





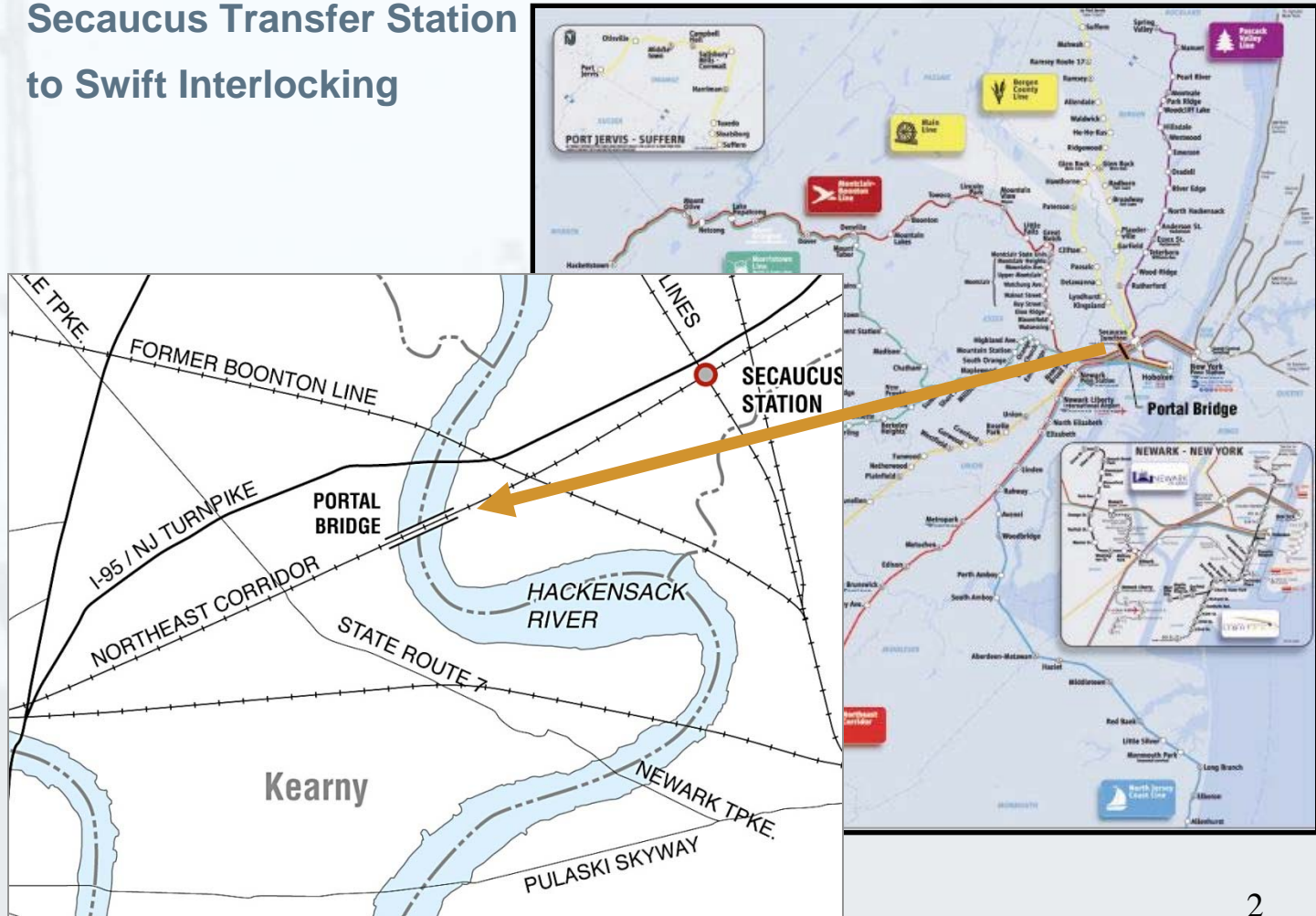
Project Overview

- Portal Bridge is a century-old, two-track, movable swing-span rail bridge over the Hackensack River in New Jersey between Kearny and Secaucus. It is part of Amtrak's Northeast Corridor.
- The Portal Bridge Capacity Enhancement Project included an evaluation of alternatives such as bridge replacement, rehabilitation, and modification to improve railroad operating reliability and ensure passenger safety.
- Reduced restrictions/hazards to marine navigation were a major concern.



Location Map

Secaucus Transfer Station to Swift Interlocking





Status of Current Bridge

- Amtrak owns the Portal Bridge and most of the Northeast Corridor infrastructure.
- Located on the busiest segment of passenger rail in North America.
- Bridge is 23 feet above Mean High Water (MHW).
- Two 99 foot Channel Openings





Current Operating Characteristics

- Amtrak carries approximately 16,000 passengers per day on more than 100 trains in both directions over the Portal Bridge.
- NJ TRANSIT carries approximately 150,000 passengers per day on almost 400 trains in both directions over the Portal Bridge.
- Maximum Authorized Speed is 60 MPH rather than 90 MPH.
- Delays to Railroad & Maritime Operations due to bridge failures and maintenance persistently high and show a negative long-term trend despite repairs.



Project Goals

- Enhance capacity to meet current and future demand – including new commuter, regional, and high speed rail service – along the Northeast Corridor.
- Improve service reliability and operational flexibility.
- Provide redundant Hackensack River crossing.
- Minimize conflicts with maritime traffic. (200 Openings/yr)
- Optimize existing infrastructure and planned improvements.
- Minimize impacts on the surrounding environment.

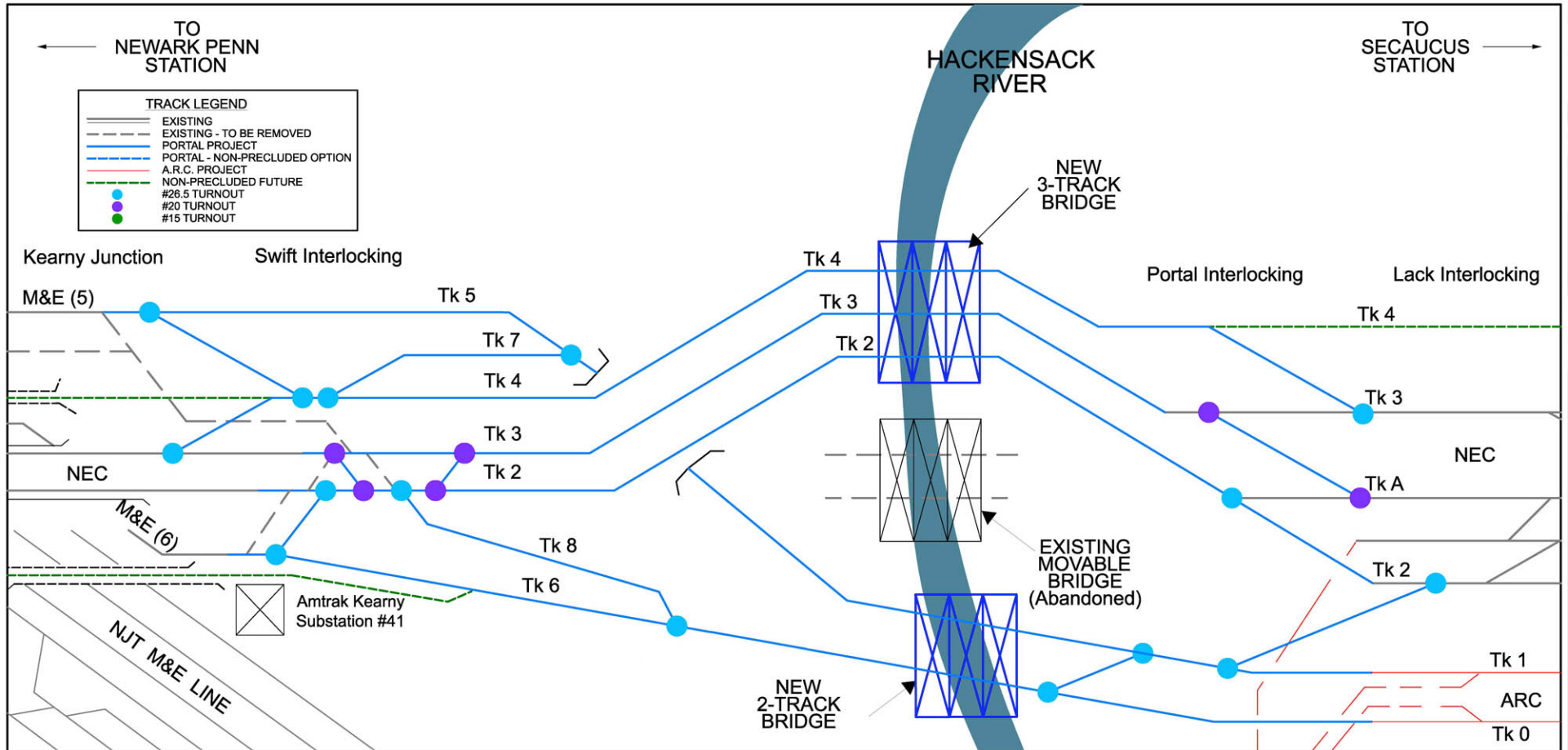


Selected Project Alternative

- Construction of 2 new bridges.
- Decommissioning and removal of the existing Portal Bridge
- Capacity upgrades include:
 - Upgrade to 80-90 MPH bridge speeds
 - Construction of 3rd NEC main track
 - Parallel bridges across Hackensack
 - Reduction of need to open NEC bridge for marine traffic.
- Operational Implications- Increase to minimum of 39 trains per hour in peak direction by 2030, with additional capacity for further growth.

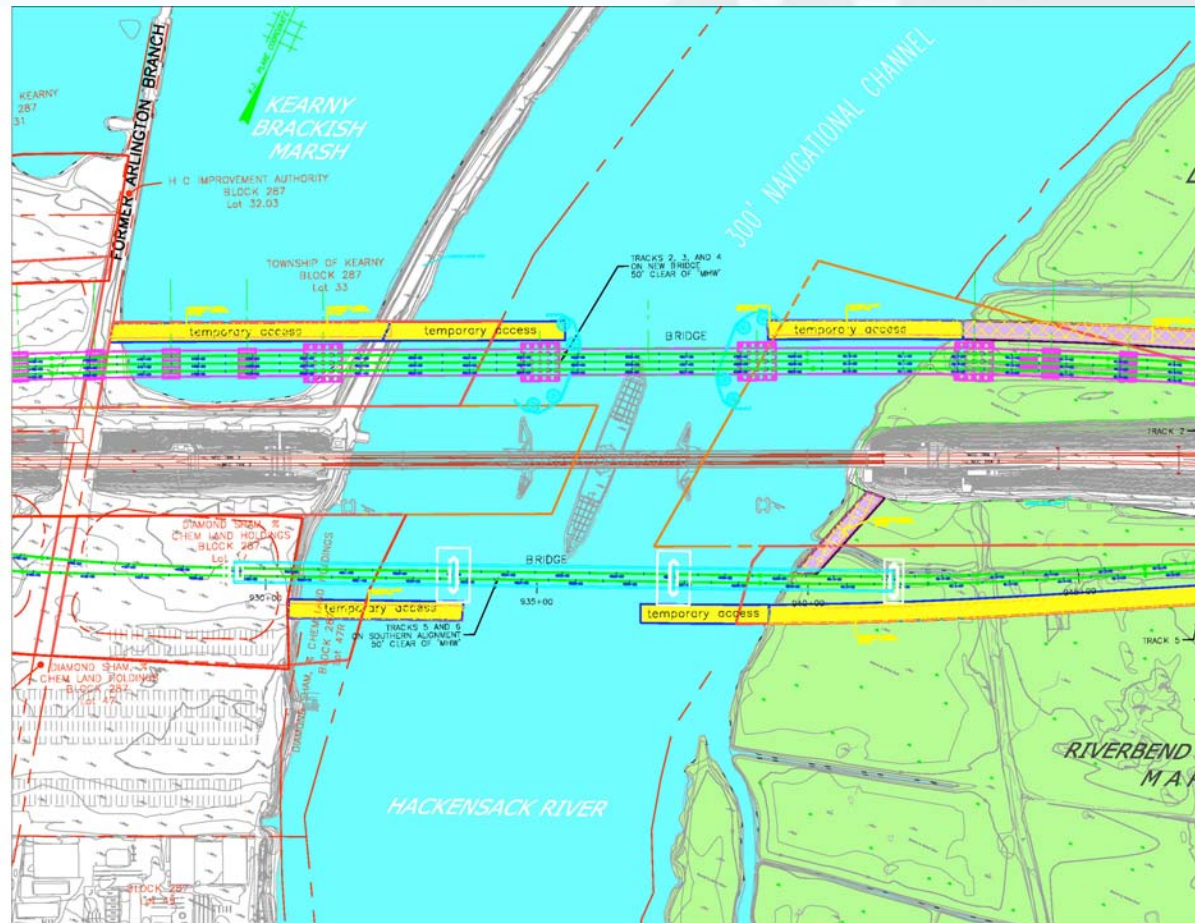


Proposed Track Schematic



Maritime Impacts

- Channel during construction
- Final configuration





Project Costs

Construction Cost (in Millions)*

Guideway	\$551
Track	\$26
Site/Civil	\$152
Systems	\$66
ROW Costs	\$15
Soft Costs	\$317
Unallocated Contingency	\$159
Finance Charges	\$58
Total	\$1,344

*2008 dollars



More Information

- For future project updates, visit:
www.portalbridgenec.com