

# RARITAN RIVER BRIDGE REPLACEMENT



Resilience Program • Building Stronger

Fact Sheet | Fall 2016



## About the project

The Raritan River Bridge (River Draw) Replacement Project will replace the existing swing bridge that carries NJ TRANSIT's North Jersey Coast Line (NJCL) trains over the Raritan River between Perth Amboy and South Amboy. This bridge is a critical rail link for the 17 NJCL stations located south of the Raritan River to the major job centers of Newark, Jersey City, and Manhattan. It carries some 19,200 daily NJ TRANSIT customer trips on weekdays and moves two million tons of freight annually via Conrail. Replacing the bridge will address the vulnerability of the existing bridge to major storm events and enhance the reliability of NJCL service.

Superstorm Sandy caused significant damage to River Draw, when wave

action during the storm surge caused the bridge's superstructure to shift on its piers, several of the pier capstones that support the approach span girder were dislodged or broken, and the motors that operate the bridge's movable swing span were damaged. Following Sandy, the repairs necessary to bring the bridge to safe working order were made, but additional reconstruction would be required over the long term to address corrosion and other existing damage to the bridge's superstructure and piers as well as ongoing mechanical problems in the swing span machinery that periodically result in the bridge's failure to open and close properly.

The new bridge will be a movable lift bridge on an alignment adjacent to the west side of the existing bridge. Taking advantage of structural design

approaches and materials that are able to withstand ocean surge forces and saltwater immersion, the new bridge will be significantly less vulnerable to severe weather events. Proposed components to achieve infrastructure resilience include new reinforced concrete piers on piles; new steel superstructure; new drive motor and electrical controls; tie-ins to existing track; vertical adjustment of existing track; and electrical catenary relocation.

Replacing River Draw will allow NJ TRANSIT to continue to move commuters and recreational rail customers to critical job centers and shore communities for years to come—without prolonged interruptions related to severe weather events. During construction, NJ TRANSIT will keep the existing bridge in service for minimal service disruption.

## Primary project goals

- Improve resilience of the Raritan River Drawbridge to severe storms
- Provide rail improvements that minimize service disruption and optimize operations
- Maintain and improve marine navigation beneath the bridge
- Minimize adverse impacts on the built and natural environment and property acquisitions

## What are the next steps?

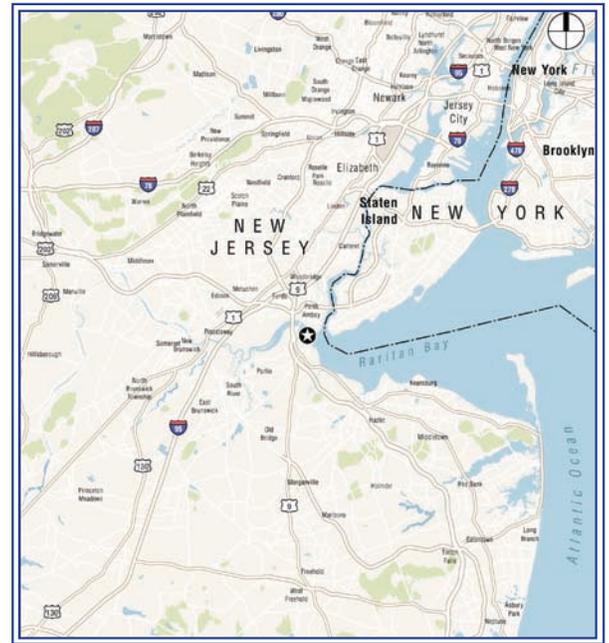
NJ TRANSIT and the FTA are preparing an Environmental Assessment (EA) and Section 4(f) Evaluation in accordance with the National Environmental Policy Act (NEPA). An EA is a document that includes a description of the project and its anticipated impact on a broad range of environmental issues including potential impacts to water quality, natural resources, historic / cultural resources, and quality of life in the project area.

Upon completion of the EA and subsequent public review, FTA will review all comments received. If it concludes that there is no significant environmental impact from the Raritan River Bridge Replacement Project, the agency will issue a Finding of No Significant Impact (FONSI), which marks the end of the NEPA review and allows the project to proceed to the next phase.

## How can you get involved?

We encourage comments and questions about the project. Please feel free to contact us at [Riverdraw@njtransitresilienceprogram.com](mailto:Riverdraw@njtransitresilienceprogram.com).

Public meeting notifications will be listed on the News section of the website.



Project Location



For more information and project updates, visit [www.njtransitresilienceprogram.com](http://www.njtransitresilienceprogram.com).

