

## Randall Avenue Bridge – Timeline & Information

- 2019 Met with Bucks County Planning Commission to discuss bridge on Transportation Improvement Program (TIP). Was advised not likely because of minimal vehicular traffic per day.
- 2021 Awarded \$975,000 DCED Multi Modal Transportation Grant
- Scope of work involves repairing priority 1 concerns from a Condition Assessment Report performed by Gilmore & Associates in April of 2020. Priority 1 scope items are as follows:
  - Patch/repair all severely spalled concrete surrounding the girder bearing areas.
  - Repair of the damaged train shield and loose steel plate expansion.
  - Priority 2 scope of work in this application involves repairing the deteriorated concrete-encased steel floorbeams and girder flanges, reseal expansion joints, and improve guide rails on the bridge.
- 2021 was advised by BCPC the bridge was on the 2008 Bridge Bill
- December 2022 PennDOT Consultant (McCormic Taylor) advised during an interim inspection loose concrete was seen on the tracks.
- February 2023 advised by Amtrak chunks of concrete fell and struck a train
- February 2023 Bridge Closed to vehicular and pedestrian access
- February 2023 applied for RAISE grant for either demolition of bridge (\$9 mil) and/or demolition and construction of new bridge (\$25 mil)
- March 2023 Permission to Enter (PTE) filed with Amtrak to set up on site meeting
- April-August 2023 trying to get a hi-rail vehicle inspection/approval
- June 2023 Received notice RAISE Grant application not awarded
- July 2023 Traffic Signal modifications made at Radcliffe Street & Randall Ave for continual green for Radcliffe St
- July 2023 applied for MTF Grant to remove the delaminated concrete from the concrete-encased steel floorbeams and girders directly above the railroad tracks and applying a steel protective coating in these areas to prevent the exposed steel from deteriorating (\$3 mil).
- September 2023 Onsite meeting with Amtrak & GA to access conditions
- September 2023 Search for contractors to remove concrete
- October 2023 advised 2021 MTF grant funds can be used for concrete removal and can be classified as emergency work
- October 2023 Letter sent to Amtrak, Township cannot find contractors to do the work; seeking Amtrak's assistance
- November 2023 received response from Amtrak
- December 2023 conference call with Amtrak, GE, Twp and Potential Contractor. Amtrak did not object with contractor's proposed detail and method of work
- January 2024 Submitted application to PUC to alter bridge crossing
- January 2024 – Submitting FY 23-26 Bridge Investment Program- Bridge Projects Grant for full replacement of bridge. Due 3/19/2024.
- January 2024 Site meeting canceled due to weather
- January 2024 meeting held with Amtrak CEO and Amtrak representatives, GA, Twp Officials, potential contractor and Congressman Fitzpatrick and staff. Site meeting with contractor and environmental will be rescheduled within the week
- January 2024 Applying for RAISE Grant 2024 – due 2/28/2024

## Randall Ave Documentation Log

- 2/10/23- Amtrak reaches out to Randee Elton & Charlie Dearnley about the issue of falling concrete
- 2/23/23- Randall Ave Bridge is shut down
- 2/28/23- Meeting held between Amtrak, Bristol Township, and G&A to discuss the safety issues and how to proceed. G&A begins Amtrak's Permit to Enter process.
- 3/3/23- G&A returns Amtrak Permit to Enter (PTE) Application
- 3/6/23- Amtrak responds requesting additional information from G&A to continue processing PTE Application.
- 3/7/23- Township provides additional information (Certificate of Insurance, additional signed page from PTE), Bristol Township also sends a check to Amtrak for \$37,451.00 for the fee to process the PTE and provide safety staff during bridge inspection.
- 3/7/23 to 3/16/23- G&A reaches out to 6 hi-rail rental companies. 5 of which either did not have availability or did not return G&A's calls.
- 3/17/23- G&A gets in touch with Pro Group Equipment about hi-rail vehicle rental.
- 3/28/23- Permit to Enter is fully executed with Amtrak.
- 3/30/23- G&A suggests the week of 4/10 to 4/14 to schedule the inspection.
- 4/3/23- Pro Group responds saying that the vehicle needs repairs before the inspection and has to have some parts ordered. Pro Group says that the inspection will have to be pushed back "a couple of weeks".
- 4/7/23- Pro Group says that the vehicle will be ready during the week of 4/24/23
- 4/19/23- G&A coordinates vehicle rental, Amtrak bonding & grounding inspection scheduled for 4/25/23 at 8AM. Bridge inspection work is scheduled for the evenings of 4/25, 4/26, and 4/27.
- 4/21/23- Pro Group Equipment calls G&A and informs that the vehicle that was assigned to G&A for rent did not have the proper bonding and grounding required by Amtrak. As a result, the bridge inspection scheduled for 4/25 – 4/27 had to be cancelled and rescheduled.
- 4/28/23- Pro Group Equipment notifies G&A that the vehicle will be ready "sometime during the week of 5/1 to 5/5.
- G&A attempts to reschedule vehicle rental and bridge inspection for the evenings of 5/9 – 5/11, however Pro Group Equipment fails to respond to G&A's emails and calls from 4/28 to 5/8. As a result, the bonding & grounding inspection cannot be scheduled with Amtrak.
- 5/8/23- Pro Group Equipment responds asking if the inspection can be scheduled for the week of 5/15, however G&A's inspector had a planned vacation out of the country scheduled for that week and was not available.
- 5/10/23- Pro Group Equipment notifies G&A saying that the rental vehicle will be ready for use in the first week of June.
- 5/17/23- G&A schedules bridge inspection with Amtrak and Pro Group Equipment for 6/6, 6/7, and 6/8.
- 6/6/23- Pro Group vehicle fails Amtrak safety inspection due to leaking hubcap on the night of the first inspection. Vehicle passed initial bonding & grounding inspection during the day, but the leaking hubcap was noticed upon arrival to the Amtrak yard in the evening for the inspection.
- 6/7/23- G&A coordinates with Pro Group to repair the leaking hubcap during the day, G&A inspectors arrive at 8PM to perform the inspection. Amtrak has third party boom & bucket

inspection is performed on the vehicle. Vehicle fails third party inspection due to no emergency power to the bucket as well as additional items that the same inspector noted on the same vehicle in December of 2022. Amtrak cancels the inspection for the second night due to Canadian wildfire smoke as well as the lack of emergency power to the boom/bucket truck, and the third night is cancelled due to the lack of time allowed to perform the inspection (G&A cannot perform the full inspection in one night).

- 6/15/23- G&A receives email from Pro Group Equipment saying that they will complete the necessary repairs to schedule an inspection in the coming weeks.
- 6/20/23- Second attempt at an inspection is scheduled for the evenings of 7/10 to 7/12.
- 7/10/23- Amtrak emails G&A on the morning of 7/10 cancelling the bridge inspection due to large storm event on 7/8 and 7/9 that E&T team will need to perform repairs, Amtrak cannot accommodate G&A inspectors.
- Following the multiple cancellations, G&A begins reaching out to contractors to gauge interest in performing work to remove the concrete from the bridge directly above the railroad tracks in efforts to expedite removal considering the time spent just to inspect.
- Multiple conversations were had with Loftus Construction during the month of August, however Loftus stopped responding and it was assumed that they no longer had interest in the project after multiple follow-ups from G&A.
- August 2023- G&A reached out to an international contractor to gauge their interest in the project. They are a very large, capable contractor who builds nuclear power plants in Central America. G&A believed they would be capable of performing the job.
  - International contractor begins the Amtrak safety training process (submission of paperwork and online safety course).
- 9/12- Site meeting with Amtrak and international contractor at the Randall Ave Bridge to discuss the international contractor's potential interest in the project.
  - Unfortunately, the international contractor was more interested in a project management role, not performing the actual work itself.
- 9/12- Amtrak sends contact info for NJDOT to get contact for bridge contractor who performs similar work in NJ.
- 9/14- NJDOT sends contact info for bridge contractor.
- Week of 9/18- Call with NJDOT bridge contractor, G&A sends follow up email with project information.
- Week of 9/18- G&A reached out to Philadelphia based contractor who recently rebuilt I-95 in less than 2 weeks after the collapse to gauge their interest in the project.
  - Philadelphia based contractor was not interested due to safety and accessibility concerns with Amtrak.
  - Having two tracks live and running while work is being performed was a safety hazard that they did not want to undertake. Additionally, the setup required each night to perform work would only leave about 2 hours for any work to actually be completed. Contractors would also be at the mercy of Amtrak for any cancellations, which can often come at the last minute once a contractor has already mobilized.
- 9/25/23- G&A sends follow up email to Amtrak to give status update on the status of searching for a contractor. G&A inquires if Amtrak would be willing to perform the concrete removal work themselves.

- 9/27/23- Call with NJ bridge contractor Executive Vice President, who informs G&A they are not interested in the project due to the same safety and accessibility concerns that the Philadelphia based contractor had with Amtrak work. Additionally, NJ bridge contractor stated that they don't believe any contractor would be willing to perform the job due to the accessibility/safety concerns with Amtrak.
- 9/27/23- G&A follows up with Amtrak to inform them about the call with NJ bridge contractor as well as reinforce the inquiry made on 9/25 for Amtrak to remove the concrete from the bridge.
- 9/28/23- Amtrak responds saying that they will have to discuss internally whether or not they would be willing to perform this work.
- The overall lack of interest from multiple capable contractors has been very discouraging for the Township.