



Appendix E - Infrastructure improvements accounted for in rail capacity analysis

Project	Project Description
Odell Ave. Bridge	Abandoned railroad bridge replacement. BIN 2254910. City of Yonkers, Westchester
RR Crossing elimination	Eliminate railroad crossing at Brook St., Croton, Westchester
Arlington Intermodal Yard	Reconstruction of Rail track for train assembly at Staten Island Railroad Arlington Intermodal Yards
Brooklyn Waterfront rail improvements	On-dock and landside rail improvements at Red Hook, 65thSt. Yard and South Brooklyn Main Terminal
Train Track Rehabilitation	1st Avenue track rehabilitation on the Brooklyn Waterfront, which will connect two intermodal rail yards.

Table E1 NYMTC Baseline Improvement Projects

Source: Appendix J of Task F Technical Memorandum, Volume 3, Rail

Project	Project Description
Port Newark Intermodal Terminal	Equipment & On-Dock Rail facility at Port Newark (including interim)
Port Newark Container Terminal Intermodal Terminal Storage Facility	Storage facility for rail cars associated with the Port Newark Intermodal Movements.
Maher Container Terminal Redevelopment (Free Capital)	Maher Terminal improvements in the Bay Avenue Terminal to include paving, utilities, and 100ft gauge crane rail and wharf works.
McLester St Grade Separation & Second Lead Track	Grade separation at McLester Street to eliminate conflicts between rail and truck traffic. Also included is rail access from Bay Avenue to Express Rail & utility relocation for PSE&G & Verizon. Construction to begin in 2005.
New Express Rail Facility	Construct New Express Rail site of approx 75 acres adjacent to existing Express Rail Terminal
Express Rail Track Removal	Removal of the existing track from the current Express Rail facility including paving
Cross Harbor Improvements	Improvements to Cross Harbor Transportation
Howland Hook Development, Port Ivory	Access Improvements to the Arlington Intermodal yard and the Howland Hook terminal.
Staten Island Railway, Chemical Coast - North	Design & construction of rail line that will connect the Chemical Coast Conrail line Staten Island Railway - northbound (2002 includes \$4m property purchase)
Port Ivory Intermodal Terminal	Development of an Intermodal Terminal at Howland Hook
Staten Island Railway, Chemical Coast - South	Design & construction of rail line that will connect the Chemical Coast Conrail line STATEN ISLAND Railway - southbound

Table E2 PANYNJ Baseline Improvement Projects

Project	Project Description
Elizabeth Connecting Track, NJ	Construct a connecting track between the Chemical Coast Secondary and the Staten Island Railroad, including signaling. Construction to take place in the northeast quadrant of the current grade separated crossing of these two lines. Includes signaling improvements at the Arthur Kill Lift Bridge.
Second Elizabeth Connecting Track, NJ	Construct a second connecting track in the southeast quadrant between the Chemical Coast Secondary and the Staten Island Railroad. This addition recommended by NYCEDC.
Railcar float enhancements	Enhancement of existing Greenville – Brooklyn system, or addition of a new float bridge to Brooklyn from Port Ivory/Howland Hook
Bay Ridge, Bushwick Line, and Fremont Secondary upgrades	Upgrade of these lines to accept heavier and larger freight cars. Also includes improvements at Fresh Pond yard.
Oak Point and Hunt’s Point upgrades	Upgrade of track and facilities, construction of new terminal facility trackage.
TOFC clearances on Hudson Line	Clearance improvements to various locations on Metro North Railroad trackage to allow trailer on flatcar traffic to pass.
Tappan Zee bridge	Possible road and rail bridge to replace the existing highway structure. This bridge has not been included in the capacity assessments.

Table E3 Improvements in the Strategic Plan for the Redevelopment of the Port

Project	Project Description
Signaling upgrade on Passaic & Harsimus	TCS signaling to be installed on both main tracks of the P&H between CP Stock and Plank.
Additional track on Passaic & Harsimus	Installation of 2.4 miles of second main track with signaling between Kearny and Hack. 2007-2012.
New second main track on the Marion Running Track	The Marion Running Track connects the P&H Line and the Northern Branch. 0.5 miles of new track is proposed between Hack (the connection with the P&H) and St Paul's Avenue. Project will include signaling. 2007-2012.
County Line Road grade crossing	Elimination of the grade crossing at this location on the Nave – Croxton Running Track.
Tunnel Clearance Improvement	Improvements at Waldo Tunnel on the National Docks Secondary, and Bergen Tunnel on the Nave – Croxton Running Track in order to accommodate double stack freight cars. To take place after 2012.
Additional trackage on River Line	The construction of a second main track on the River Line between CP 5 and CP 7, along with signaling upgrade between CP 2 and CP 10.
Additional trackage on the Chemical Coast	6 miles of second main track to be constructed on the Chemical Coast secondary between the Greenville Secondary/Lehigh connection and Elizabethport. Also 5.5 miles of second main track between Bayway and the connection to the Port Reading Secondary. Includes signaling.
Port Reading Secondary upgrade	Upgrade of the single track over 15.9 miles between the Chemical Coast and Lehigh Line, including installation of TCS. Durham siding to be upgraded and extended.
Port Reading Secondary extension	A westward 1 mile extension of the line to connect with the CSX Trenton Line at Manville, installing TCS signaling.
Second main track on Trenton Line	Second main track to be installed over 20.6 miles between CP Wing and the connection with the Lehigh Line.
Oak Island expansion	Acquisition of Raff Corporation property adjacent to Oak Island Yard, constructing new tracks for arriving and departing trains.
Waverly Loop	Construction of a loop track on the site of the former Waverly Yard to expedite the movement of trains between the P&H Line and the Chemical Coast Secondary. To take place after 2012.

Table E4 Planned private railroad improvements.