Appendix D:
Proposed Freight Rail Projects (2015-2040)

Source: Southwestern Pennsylvania Commission
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
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<tbody>
<tr>
<td></td>
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<td>Class I Projects</td>
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<tr>
<td></td>
<td>CSX Southeast</td>
<td>Grade crossing separation</td>
<td>Create Grade Separated Rail Crossing at Main Street in Darby on CSX Philadelphia Subdivision</td>
<td>$41.7</td>
<td>Delaware</td>
<td>6</td>
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<tr>
<td></td>
<td>CSX Southeast</td>
<td>Bridge rehabilitation</td>
<td>Replace two single-track steel deck truss spans, increasing speeds from 10 mph to 20 mph.</td>
<td>TBD</td>
<td>Philadelphia</td>
<td>6</td>
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<tr>
<td></td>
<td>CSX Southeast</td>
<td>25th Street Viaduct Improvement Project</td>
<td>Restore the 1.2 mile 25th Street viaduct between Washington Avenue and West Passyunk Avenue in Philadelphia to its original condition and appearance: install debris shield, remove parapet walls; repair drainage system, waterproof decking; replace parapet walls; and resurface underside of viaduct.</td>
<td>TBD</td>
<td>Philadelphia</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>CSX Southeast</td>
<td>Trenton Line Capacity</td>
<td>Preliminary engineering work to add five miles of main line double-track between NY and Philadelphia</td>
<td>TBD</td>
<td>Bucks, Philadelphia</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>CSX Southeast/NS Crescent</td>
<td>Yard improvements</td>
<td>Keystone Industrial Port Complex (Morrisville Yard) rail improvements</td>
<td>$32.0</td>
<td>Bucks</td>
<td>6</td>
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<tr>
<td></td>
<td>CSX Southeast/NS Crescent</td>
<td>Grade Crossing Improvement Program</td>
<td>Modernize and upgrade safety and warning devices at 29 highway-railroad grade crossings on CSX and Norfolk Southern Class I main lines.</td>
<td>TBD</td>
<td>Bucks, Delaware, Montgomery, Philadelphia</td>
<td>6</td>
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<tr>
<td></td>
<td>CSX Southwest</td>
<td>Cambria Branch Track Rehabilitation (PBS Coals Inc.)</td>
<td>Rehabilitation of 10 miles on Cambria Branch including partial replacement of defective ties and track surfacing work to supplement annual routine track maintenance program.</td>
<td>$18.7</td>
<td>Bucks, Delaware, Montgomery, Philadelphia</td>
<td>6</td>
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<tr>
<td></td>
<td>CSX Southwest</td>
<td>Ultra-Clean Diesel Switch</td>
<td>The GenSet diesel engine will be used to retrofit an existing conventional diesel switcher locomotive that will operate locally within the SPC area.</td>
<td>$4.2</td>
<td>Allegheny</td>
<td>11</td>
</tr>
<tr>
<td>Project Description</td>
<td>Railroad / Corridor</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
<td>Primary County</td>
<td>PennDOT District</td>
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<tr>
<td>Henry Mancini Bridge Preservation</td>
<td>CSX Southwest</td>
<td>$3.8</td>
<td>Beaver</td>
<td>11</td>
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<tr>
<td>North St grade crossing improvements</td>
<td>CSX Southwestern</td>
<td>$0.2</td>
<td>Somerset</td>
<td>9</td>
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<tr>
<td>Railroad Crossing Area</td>
<td>CSX Southwestern</td>
<td>$0.2</td>
<td>Somerset</td>
<td>9</td>
<td></td>
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</tr>
<tr>
<td>Beginning work on a new facility that will open up a new intermodal market for CSX customers with initial annual capacity of 50,000 loads</td>
<td>Pittsburgh Terminal</td>
<td>TBD</td>
<td>Allegheny</td>
<td>11</td>
<td></td>
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</tr>
<tr>
<td>Finishing clearances to allow double-stack intermodal trains between Chambersburg and Portsmouth</td>
<td>National Gateway</td>
<td>TBD</td>
<td>Cumberland</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Add dedicated freight track from Wilmingtom to Philadelphia</td>
<td>New track</td>
<td>CSX/Southeast</td>
<td>Delaware, Philadelphia</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Add second main track from CP Belmont to CP Arsenal on CSX High line</td>
<td>Aided track</td>
<td>CSX/Southeast</td>
<td>Philadelphia</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Add second main track from Newtown Junction to CP Wood on CSX Trenton line</td>
<td>Aided track</td>
<td>CSX/Southeast</td>
<td>Bucks, Philadelphia</td>
<td>6</td>
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<tr>
<td>Construction of a dedicated freight line adjacent to SEPTA’s Airport line to facilitate freight service to Delaware County and Eddystone. Adding additional tracks to the Airport Line will improve operating flexibility, as frequent passenger service currently restricts freight trains to operate during a 4-hour operating window (12am to 4 am).</td>
<td>Capacity Expansion: New dedicated freight rail track</td>
<td>CSX/Southeast/NS Crescent</td>
<td>Philadelphia</td>
<td>6</td>
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<td>Project Number</td>
<td>Railroad / Corridor</td>
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<td>Project Description</td>
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<td>Primary County</td>
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<tr>
<td>CSX/Southeast</td>
<td>Aded track</td>
<td>Add second main track from Delaware State Line to CSX Trenton Line on CSX Philadelphia Subdivision</td>
<td>$40.0</td>
<td>Delaware, Philadelphia</td>
<td>6</td>
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<tr>
<td>CSX/Southeast</td>
<td>Grade crossing</td>
<td>Grade crossing separation at Main Street in Darby on CSX Philadelphia Subdivision</td>
<td>$8.3</td>
<td>Delaware</td>
<td>6</td>
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<tr>
<td>CSX/Southeast</td>
<td>Double-stack</td>
<td>Double-stack clearance at Art Museum Tunnel on CSX Philadelphia Subdivision</td>
<td>$6.0</td>
<td>Philadelphia</td>
<td>6</td>
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<tr>
<td>CSX/Southeast</td>
<td>Double-stack</td>
<td>Double-stack clearance at Grays Ferry Avenue on CSX Schuylkill River line</td>
<td>$4.0</td>
<td>Philadelphia</td>
<td>6</td>
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</tr>
<tr>
<td>CSX/Southwest</td>
<td>Rail acquisition</td>
<td>Acquisition and maintenance of existing CSX main line railroad from the Allegheny and Beaver County lines. This rail line has been earmarked for abandonment by the CSX railroad. If this abandonment is allowed to proceed, two existing manufacturing businesses which are dependent on the rail for raw materials and finished product shipments will be forced to leave the area.</td>
<td>TBD</td>
<td>Butler</td>
<td>10</td>
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<tr>
<td>NS Crescent</td>
<td>D&amp;H Improvements</td>
<td>NS acquired 283 miles of D&amp;H rail lines and facilities in Pennsylvania and New York, including 127 miles between Sunbury and the NY/PA state line through Scranton. Track and signal upgrades will be required.</td>
<td>$50.0</td>
<td>Northumberland, Montour, Columbia, Luzerne, Lackawanna, Susquehanna</td>
<td>3,4</td>
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<tr>
<td>Project Number</td>
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<tr>
<td>NS/Crescent</td>
<td>Underpass replacement</td>
<td>Replace one-lane North 25th Street underpass of NS with a two-lane underpass and improve approaches and sight distance in West Lebanon Township. New underpass must also be able to safely handle bicycle and pedestrian traffic.</td>
<td>$35.0</td>
<td>Lebanon</td>
<td>8</td>
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</tr>
<tr>
<td>NS Crescent</td>
<td>Navy Yard Rail Yard Expansion</td>
<td>Expand Navy Yard Rail Yard to attract large intermodal rail volumes to Philadelphia</td>
<td>$16.0emdialphia</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>72814</td>
<td>NS Crescent</td>
<td>Replacement of Single-Track Structure</td>
<td>The Replacement of existing single-track structure on NS Belt Line over US 422 and Tulpehocken Creek. Two lane rail approaches to structure from both north and south. This bridge may be partially addressed in proposed reconstruction of US 422.</td>
<td>$10.0</td>
<td>Berks</td>
<td>5</td>
</tr>
<tr>
<td>91091</td>
<td>NS Crescent</td>
<td>Schuylkill Ave Bridge SB</td>
<td>Bridge replacement/rehabilitation on Schuylkill Avenue southbound (PA 183) over NS in Reading.</td>
<td>$6.3</td>
<td>Berks</td>
<td>5</td>
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<tr>
<td>91995</td>
<td>NS Main Line</td>
<td>Shire Oaks Yard</td>
<td>Expansion of Shire Oaks Yard in Elrama. Due to increased coal production at southwestern PA mines, two additional tracks capable of handling 130-car trains need to be added to Shire Oaks Yard, which is NS’ staging yard for outbound loaded coal trains and inbound empty coal trains. If current volumes hold, NS anticipates needing to add at least two trains daily to meet production needs.</td>
<td>$15.0</td>
<td>Washington</td>
<td>12</td>
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<tr>
<td>27266</td>
<td>NS Main Line</td>
<td>Freeport Rd Br over RR</td>
<td>Bridge rehabilitation/replacement on SR 1001, Freeport Road, over NS RR in O’Hara Township.</td>
<td>$5.7</td>
<td>Allegheny</td>
<td>11</td>
</tr>
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<tr>
<td>84240</td>
<td>NS Main Line</td>
<td>SR 2087 / Norfolk Southern</td>
<td>Replacement/rehabilitation of the bridge that carries SR 2087 over NS in Reading, Berks County.</td>
<td>$3.1 Berks 5</td>
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<tr>
<td>84240</td>
<td>NS Main Line</td>
<td>Diesel Switchyard Retrofit</td>
<td>Retrofit up to two GP8 switcher locomotive frames or new frames with GenSet configuration located on NS Railroad, in Conway (Beaver Co.), Pitcairn (Allegheny Co.), and Shire Oaks (Washington Co.).</td>
<td>$3.0 Allegheny 11</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>NS Main Line</td>
<td>13th St Railroad Crossing</td>
<td>Rehabilitate 13th St railroad crossing in Windber Borough.</td>
<td>$0.2 Somerset 9</td>
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<td></td>
<td>NS/Crescent</td>
<td>Track improvements: Abrams Yard to Morrisville Yard</td>
<td>Construct crossover track at Abrams Yard; add 2-mile passing siding and then transform siding into second main track; track changes at West Falls.</td>
<td>$80.0 Philadelphia 6</td>
<td></td>
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<tr>
<td></td>
<td>NS/Crescent</td>
<td>Underpass</td>
<td>Entrance underpass bridge to NS Rutherford Yard replacement</td>
<td>$30.0 Dauphin 8</td>
<td></td>
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<tr>
<td></td>
<td>NS/Crescent</td>
<td>Lemoyné Connection</td>
<td>Enola Yard is on the west shore of the Susquehanna River. The Lemoyné Connection would provide direct access to Enola from the Lurgan Branch. Freight rail congestion would be eased through Harrisburg, which sees an average of 60-70 freight trains daily.</td>
<td>$20.0 Cumberland 8</td>
<td></td>
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<tr>
<td></td>
<td>NS/Crescent</td>
<td>Grade separated crossing</td>
<td>One or two new grade separated crossings of NS in 17-mile corridor extending from SR 2005 (US 222-B) in Ontelaunee Township to Lehigh County line. Only one crossing exists in this corridor (SR 1010 in Richmond Township).</td>
<td>$11.0 Berks 6</td>
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</tbody>
</table>
### Table D-1: Freight Project List, cont.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
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<th>Primary County</th>
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</thead>
<tbody>
<tr>
<td>NS/Crescent</td>
<td>Rail spur rehabilitation</td>
<td>Colebrookdale Rail Spur: Rehabilitation of existing rail spur extending from NS line in the Borough of Pottstown, Montgomery County northeast to the Borough of Boyertown, Berks County with the intent to retain existing businesses and attract new users.</td>
<td>$10.0</td>
<td>Berks, Montgomery</td>
<td>6</td>
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<tr>
<td>NS/Crescent</td>
<td>Grade crossing warning devices</td>
<td>Automated Horn System at Lebanon city rail road crossings</td>
<td>$8.0</td>
<td>Lebanon</td>
<td>8</td>
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<tr>
<td>NS/Crescent</td>
<td>New bridge</td>
<td>New bridge on Krick Lane over NS replacing at-grade crossing.</td>
<td>$4.0</td>
<td>Berks</td>
<td>6</td>
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<tr>
<td>NS/Crescent</td>
<td>Bridge rehabilitation</td>
<td>Bridge Rehabilitation across the Main Stem of Susquehanna River</td>
<td>TBD</td>
<td>Snyder</td>
<td>3</td>
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<tr>
<td>NS/Crescent</td>
<td>Yard expansion</td>
<td>Rutherford Yard expansion - expand intermodal facility (PPP with PA and FHWA); build 4 pad tracks, 4 storage tracks, 400 parking spaces.</td>
<td>TBD</td>
<td>Dauphin</td>
<td>8</td>
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<tr>
<td>NS/Crescent</td>
<td>Yard enhancements</td>
<td>Harrisburg Yard facility enhancements Harrisburg Yard: Expand parking at intermodal facility (PPP with PA).</td>
<td>TBD</td>
<td>Dauphin</td>
<td>8</td>
<td></td>
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<tr>
<td>NS/CSX/Erie</td>
<td>Bridge replacement</td>
<td>Replace Bridge to increase Meadville Line Cluster to 286k capability</td>
<td>$5.0</td>
<td>Mercer</td>
<td>1</td>
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</tr>
<tr>
<td>NS/CSX/Erie</td>
<td>At-Grade Crossing Improvements</td>
<td>Improve railroad signals and gate crossings within North East Borough.</td>
<td>$1.0</td>
<td>Erie</td>
<td>1</td>
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<tr>
<td>NS/CSX/Erie</td>
<td>At-Grade Crossing Improvements (Springfield Twp.)</td>
<td>Improve signal and gate crossing within Springfield Twp. (Huntley Rd, Elmwood Rd, Scott Rd, Ellis Rd, and Pond Rd).</td>
<td>$1.0</td>
<td>Erie</td>
<td>1</td>
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<tr>
<td>NS/CSX/Erie</td>
<td>Overpass</td>
<td>Millfair Road Railroad Overpass Project: Millfair Rd from SR 20 to SR 5 Millcreek and Fairview Twp. New Bridge (with at-grade crossing removal), roadway rehabilitation including signal upgrades at SR 20 and SR 5 intersections.</td>
<td>$0.5</td>
<td>Erie</td>
<td>1</td>
<td></td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
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<tr>
<td>NS/CSX/Erie</td>
<td>At-Grade Crossing Improvements</td>
<td>Study to construct a grade-separated railroad crossing on Erie's west side (Pittsburgh Ave, Greengarden Rd, or Raspberry St).</td>
<td>$0.2</td>
<td>Erie</td>
<td>1</td>
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<tr>
<td>NS/Main Line</td>
<td>Double-stack clearance</td>
<td>Pittsburgh double-stack clearances: Currently double stack intermodal trains take a circuitous route through Pittsburgh because of 14 overhead bridges and other obstructions. This project would eliminate those overhead obstructions and create a high speed intermodal route, improving schedules by two to three hours.</td>
<td>$80.0</td>
<td>Allegheny</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>NS/Main Line</td>
<td>Track stabilization</td>
<td>NS Cleveland Line runs through Midland over a shifting track bed for approximately one mile. This extremely unsafe condition has existed for decades and there have been several derailments, in which trains ended up in the Ohio River. While NS has made repairs to the area, from safety, environmental and operational perspectives, a more permanent solution is desired. PennDOT's adjacent SR 68, which is also shifting and buckling, would also be repaired.</td>
<td>$60.0</td>
<td>Beaver</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>NS/Main Line</td>
<td>Bridge rehabilitation / replacement</td>
<td>Rebuild Port Perry Bridge for better geometry to improve travel times: a) add a second line, b) flatten the curve at Thompson, and c) enlarge the tunnel.</td>
<td>$35.0</td>
<td>Allegheny</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>NS/Main Line</td>
<td>Siding</td>
<td>Proposed 100 car rail siding on the NS mainline in Sharpsville, PA, behind the former steel mill (now DSF, Inc.).</td>
<td>$11.0</td>
<td>Mercer</td>
<td>1</td>
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## Table D-1: Freight Project List, cont.

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<thead>
<tr>
<th>Project Number</th>
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</thead>
<tbody>
<tr>
<td>NS/Main Line</td>
<td>Greene County</td>
<td>Construction of a 1-mile extension with side track from existing NS/CSX tracks to service Airport and EverGreene Technology Park.</td>
<td>$1.8</td>
<td>Greene</td>
<td>12</td>
</tr>
<tr>
<td>NS/Main Line</td>
<td>Bridge replacement</td>
<td>Federal Street Bridge Replacement in Pittsburgh</td>
<td>TBD</td>
<td>Allegheny</td>
<td>11</td>
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<tr>
<td>NS/Main Line</td>
<td>Load-out area</td>
<td>Load-out area construction</td>
<td>TBD</td>
<td>Westmoreland</td>
<td>12</td>
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<td><strong>Total Class I</strong></td>
<td><strong>$1,589.5</strong></td>
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### Class II Projects

<table>
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<tr>
<th>Railroad / Corridor</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
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<tbody>
<tr>
<td>BPRR</td>
<td>Line reactivation</td>
<td>Reactivate unused freight rail line between DuBois and Curwensville, to connect to existing RJ Corman and Buffalo &amp; Pittsburgh Railroads along the old C&amp;M Junction Railroad in Clearfield County. Re-build 20 miles of railroad and retrofit an old bridge carrying Short Cut Road to allow for continuous train movements. Establish Regional Rail Authority to manage re-established connection.</td>
<td>$30.0</td>
<td>Clearfield</td>
</tr>
<tr>
<td>BPRR</td>
<td>Clarion River Five Span Bridge</td>
<td>1899 constructed bridge needing extensive repairs. Five span bridge going over State highway 219 and Clarion River.</td>
<td>$5.0</td>
<td>Elk</td>
</tr>
<tr>
<td>BPRR</td>
<td>Sidings</td>
<td>The sidings on the Corbet IP Site on Platt Road in Sandy Township. Two sidings of approximately 800 feet in length each with switches. Off of the B&amp;P Railroad.</td>
<td>$1.0</td>
<td>Clearfield</td>
</tr>
<tr>
<td>Project Number</td>
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<tr>
<td>BP RR</td>
<td>BP RR</td>
<td>Passing Siding</td>
<td>Build 2,500 foot siding with two number 10 turnouts. Passing siding Buffalo and Pittsburgh Railroad at MP 135 where train cannot make the 1.5% grade hill heading south out of Bradford. Currently the train has to run to siding MP 145 which adds upwards of four hours to travel time.</td>
<td>$0.6 McKean</td>
</tr>
<tr>
<td></td>
<td>BP RR</td>
<td>Grout &amp; Seal Tunnels with Water &amp; Ice Conditions</td>
<td>BP RR Gate Project</td>
<td>$0.4 Butler</td>
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<td>BP RR</td>
<td>Continuous Welded Rail</td>
<td>W LE Track Rehabilitation</td>
<td>$0.3 Clearfield, Elk, McKean</td>
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<td></td>
<td>BP RR</td>
<td>BPR Track Rehabilitation</td>
<td>W LE Track Rehabilitation</td>
<td>$9.0 Allegheny</td>
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<tr>
<td></td>
<td>BP RR</td>
<td>Grout &amp; Seal Tunnels with Water &amp; Ice Conditions</td>
<td>BPR Track Rehabilitation</td>
<td>TBD Allegheny</td>
</tr>
<tr>
<td></td>
<td>BP RR</td>
<td>Continuous Welded Rail</td>
<td>W LE Track Rehabilitation</td>
<td>TBD Allegheny</td>
</tr>
<tr>
<td></td>
<td>BP RR</td>
<td>Grout &amp; Seal Tunnels with Water &amp; Ice Conditions</td>
<td>BPR Track Rehabilitation</td>
<td>TBD Allegheny</td>
</tr>
<tr>
<td></td>
<td>BP RR</td>
<td>Continuous Welded Rail</td>
<td>W LE Track Rehabilitation</td>
<td>TBD Allegheny</td>
</tr>
<tr>
<td></td>
<td>BP RR</td>
<td>Grout &amp; Seal Tunnels with Water &amp; Ice Conditions</td>
<td>BPR Track Rehabilitation</td>
<td>TBD Allegheny</td>
</tr>
<tr>
<td></td>
<td>BP RR</td>
<td>Continuous Welded Rail</td>
<td>W LE Track Rehabilitation</td>
<td>TBD Allegheny</td>
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</table>

Table D-1: Freight Project List, cont.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
</tr>
</thead>
<tbody>
<tr>
<td>WLE</td>
<td>Grinding/Surfacing</td>
<td>Grind 150 miles (already completed) and surface 100 miles.</td>
<td>TBD</td>
<td>Allegheny 11</td>
<td></td>
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<tr>
<td>WLE</td>
<td>Ties</td>
<td>Install or replace 47,000 wood ties.</td>
<td>TBD</td>
<td>Allegheny 11</td>
<td></td>
<td></td>
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<tr>
<td>WLE</td>
<td>Ballast</td>
<td>Install 30,000 tons of ballast.</td>
<td>TBD</td>
<td>Allegheny 11</td>
<td></td>
<td></td>
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<tr>
<td>WLE</td>
<td>Bridges Rehabilitation</td>
<td>Ballast deck installation on 6 bridges, and retire 4 bridges with installation of culverts and 2,000 deck timbers.</td>
<td>TBD</td>
<td>Allegheny 11</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Class II** $46.3

**Class III/Short line Projects**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVR</td>
<td>36th Street Trestle</td>
<td>Rehabilitation of the railroad’s 36th Street bridge, increasing weight capacity and reducing a curve on the bridge.</td>
<td>$1.9</td>
<td>Allegheny 11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AVR</td>
<td>W&amp;LE Interchange</td>
<td>Improve W&amp;LE interchange at Bruceton and increase capacity to handle traffic volume moving between NS and W&amp;LE.</td>
<td>TBD</td>
<td>Allegheny 11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLE</td>
<td>Culmerville Truss Bridge</td>
<td>Bridge Replacement on State Route 1028 (Culmerville Truss) over B&amp;LE Railroad in West Deer Township, Allegheny County.</td>
<td>$3.4</td>
<td>Allegheny 11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BVRY</td>
<td>Bridge Timbers and Rail</td>
<td>Bridge Timbers and Rail.</td>
<td>$0.6</td>
<td>Chester 6</td>
<td></td>
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</tr>
<tr>
<td>BVRY</td>
<td>Rebuild Track</td>
<td>2,734 feet of track.</td>
<td>$0.5</td>
<td>Chester 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BVRY</td>
<td>Turnouts</td>
<td>8 turnouts</td>
<td>$0.4</td>
<td>Chester 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BVRY</td>
<td>Ties</td>
<td>2,500 Ties</td>
<td>$0.3</td>
<td>Chester 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BVRY</td>
<td>Rebuild Track</td>
<td>Replace 2,500 feet of rail</td>
<td>$0.1</td>
<td>Chester 6</td>
<td></td>
<td></td>
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<tr>
<td>BVRY</td>
<td>Switch Timbers</td>
<td>125 switch timbers</td>
<td>&lt;$0.1</td>
<td>Chester 6</td>
<td></td>
<td></td>
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<tr>
<td>BVRY</td>
<td>Ballast</td>
<td>500 tons of ballast</td>
<td>&lt;$0.1</td>
<td>Chester 6</td>
<td></td>
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<tr>
<td>CNYK</td>
<td>Tie Installation/Ballast &amp; Surfacing</td>
<td>MP 90.80 to MP 117.90 = 27.1 miles; @ 900 ties/mile = 24,390 ties; 24,390 ties @ $100/tie.</td>
<td>$24.4</td>
<td>Pike 4</td>
<td></td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Project Description</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
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<td>PennDOT District</td>
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<tr>
<td>CNYK</td>
<td>Tie Installation/Ballast &amp; Surface</td>
<td>Tie Installation - 15.20 miles @ 900 ties/mile = 13,680 ties; 13,680 ties @ $100/tie. Ballast &amp; Surface MP 186.70 to MP 201.90</td>
<td>$1.4</td>
<td>Susquehanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>CNYK</td>
<td>Structure Repairs &amp; Waterproof</td>
<td>Structure Repairs &amp; Waterproof the Deck Beneath the Track at the Starrucca Viaduct #189.42.</td>
<td>$0.4</td>
<td>Susquehanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>CNYK</td>
<td>Bridge Repairs</td>
<td>Steel/Concrete Repairs to Bridge #113.60.</td>
<td>$0.3</td>
<td>Pike</td>
<td>4</td>
<td></td>
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<tr>
<td>CNYK</td>
<td>Ties, Ballast &amp; Surface</td>
<td>Tie Installation/Ballast &amp; Surface MP 186.70 to MP 201.90: 15.20 miles @ $13,000/mile.</td>
<td>$0.2</td>
<td>Susquehanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>CNYK</td>
<td>Crossings</td>
<td>Rehabilitation of crossings</td>
<td>$0.1</td>
<td>Susquehanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>CNYK</td>
<td>Renew Bridge</td>
<td>Renew Bridge Timber &amp; Walkway Bridge #191.99.</td>
<td>&lt;$0.1</td>
<td>Susquehanna</td>
<td>4</td>
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<tr>
<td>CNYK</td>
<td>Bridge repairs</td>
<td>Concrete Repairs to Bridge #190.13 SP 96.</td>
<td>TBD</td>
<td>Susquehanna</td>
<td>4</td>
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<tr>
<td>CNYK</td>
<td>Welded Rail</td>
<td>Welded Rail to Replace Jointed Rail</td>
<td>TBD</td>
<td>Susquehanna</td>
<td>4</td>
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<tr>
<td>17821</td>
<td>Conrail</td>
<td>I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095</td>
<td>Construct 4 Conrail bridges over relocated Richmond Street</td>
<td>$50.0</td>
<td>Philadelphia</td>
<td>6</td>
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<tr>
<td>Conrail</td>
<td>Vertical Clearance</td>
<td>Bustleton Industrial Track on Willits Road Overpass: create 17’ of vertical clearance to allow Plate F boxcars to serve the line</td>
<td>$1.0</td>
<td>Philadelphia</td>
<td>6</td>
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</tr>
<tr>
<td>Conrail</td>
<td>Siding</td>
<td>Belt Line siding in Philadelphia, 2,000 feet.</td>
<td>TBD</td>
<td>Philadelphia</td>
<td>6</td>
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<tr>
<td>Conrail</td>
<td>Bridge Rehabilitation</td>
<td>Replace wire ropes on Delair Bridge in Philadelphia and convert lift span of the bridge to be remotely controlled by dispatcher.</td>
<td>TBD</td>
<td>Philadelphia</td>
<td>6</td>
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</tr>
<tr>
<td>Conrail</td>
<td>Yard Enhancements</td>
<td>Install four new yard tracks at Port Richmond Yard in Philadelphia</td>
<td>TBD</td>
<td>Philadelphia</td>
<td>6</td>
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</tr>
<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Project</td>
<td>Project Description</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
<td>Primary County</td>
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</tr>
<tr>
<td>DLRR</td>
<td>Safety upgrades</td>
<td>286/310 Safety Upgrades - Marcellus and Grain Mill Expansion: 5 miles of rail change out</td>
<td>$1.4</td>
<td>Monroe</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Safety upgrades</td>
<td>286/310 Safety Upgrades - Marcellus and Grain Mill Expansion: 12,000 ties Pocono Main</td>
<td>$1.3</td>
<td>Lackawanna, Monroe</td>
<td>4,5</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Safety upgrades</td>
<td>286/310 safety upgrades: Rail change-outs Pocono &amp; Carbondale Main</td>
<td>$1.2</td>
<td>Lackawanna, Monroe</td>
<td>4, 5</td>
<td></td>
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<tr>
<td>DLRR</td>
<td>Marcellus</td>
<td>8,000 ties Pocono &amp; Carbondale mains</td>
<td>$0.9</td>
<td>Lackawanna, Monroe</td>
<td>4,5</td>
<td></td>
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<tr>
<td>DLRR</td>
<td>Marcellus New Terminals</td>
<td>Construct three yard terminal tracks at Green Ridge Yard</td>
<td>$0.8</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Marcellus New Terminals</td>
<td>Carbondale Line: build 2 more yard tracks at Green Ridge and install lighting in Green Ridge Yard</td>
<td>$0.7</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Safety - Marcellus</td>
<td>Construct new engine house</td>
<td>$0.7</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Safety upgrades</td>
<td>286/310 Safety Upgrades - Marcellus and Grain Mill Expansion: 6,000 ties Carbondale Main</td>
<td>$0.7</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Run-around</td>
<td>Build a 1,360 foot runaround at Marcellus Carbondale</td>
<td>$0.5</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Safety - Marcellus</td>
<td>Pre-empted crossing &amp; highway lights Lackawanna Avenue</td>
<td>$0.5</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Run-around</td>
<td>Build a 700 foot run-around at Cresco</td>
<td>$0.4</td>
<td>Monroe</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Highway</td>
<td>Replace three highway crossing surfaces</td>
<td>$0.4</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Highway</td>
<td>Replace three highway crossing surfaces</td>
<td>$0.4</td>
<td>Monroe</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Safety - Marcellus</td>
<td>Install Bridge 60 crossover</td>
<td>$0.4</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>DLRR</td>
<td>Double track</td>
<td>Double track Cedar St. Bridge</td>
<td>$0.4</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
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<tr>
<td>DLRR</td>
<td>Safety - Marcellus / Steamtow</td>
<td>Install 7 local controlled power switches Br. 60 Scranton Yard</td>
<td>$0.4</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Project Number</td>
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<tr>
<td>DLRR</td>
<td>Green Initiatives</td>
<td>Purchase &amp; install 7 Auxiliary Power Units (APU) on locomotives</td>
<td>$0.2</td>
<td>Lackawanna</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>EBT</td>
<td>HBCI Park Upgrade</td>
<td>Upgrade mainline track and build a transload terminal in the HBCI business park</td>
<td>$2.0</td>
<td>Washington</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>ESPN</td>
<td>Sidings</td>
<td>Build 3,600-foot siding in Avondale</td>
<td>TBD</td>
<td>Chester</td>
<td>6</td>
<td></td>
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<tr>
<td>ESPN</td>
<td>Transload Facility</td>
<td>Build rail-to-truck transload facility with 3 or 4 tracks on land purchased in Avondale</td>
<td>TBD</td>
<td>Chester</td>
<td>6</td>
<td></td>
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<tr>
<td>EV</td>
<td>Infrastructure upgrades</td>
<td>Replacement of rail on main line between Hollidaysburg and Martinsburg. Funding sources have not yet been identified</td>
<td>$10.0</td>
<td>Blair</td>
<td>9</td>
<td></td>
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<tr>
<td>92391</td>
<td>G&amp;N</td>
<td>Grade crossing warning devices</td>
<td>$0.1</td>
<td>Luzerne</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade of the existing antiquated warning devices on Biglerville Road (State Route 34) on the at-grade railroad crossing DOT#S93416B with the single active track of the Gettysburg and Northern Railroad LLC in Butler Township, Adams Co.</td>
<td></td>
<td></td>
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<tr>
<td>94743</td>
<td>G&amp;N</td>
<td>Grade crossing warning devices</td>
<td>$0.1</td>
<td>Adams</td>
<td>8</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Install flashers on T-398 (Pond Street Road) grade crossing Gettysburg and Northern Railroad in Menallen Township, Adams County.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G&amp;W</td>
<td>Track Rehabilitation</td>
<td>Rehabilitate the existing rail line between Brookville and Falls Creek and to provide enhanced connection to the Intermodal facility in DuBois. This project includes cross tie installation, surfacing, ballast distribution, crossing renewal, drainage, brush clearing and tie disposal.</td>
<td>$3.0</td>
<td>Clearfield, Jefferson</td>
<td>2, 10</td>
<td></td>
</tr>
<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Project</td>
<td>Project Description</td>
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</tr>
<tr>
<td>JVRR</td>
<td>Burnham Rail Yard</td>
<td>Development of a 19 acre rail yard to improve efficiency and better support major shippers in Burnham, Mifflin County.</td>
<td>TBD</td>
<td>Mifflin</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>KJR</td>
<td>Kiski Junction Railroad Extension</td>
<td>Extension of short line 10 miles</td>
<td>$26.0</td>
<td>Armstrong</td>
<td>10</td>
<td></td>
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<tr>
<td>KJR</td>
<td>Yard improvements</td>
<td>Railroad yard improvements at the Schenley Industrial Park</td>
<td>$1.0</td>
<td>Armstrong</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>LVPC</td>
<td>Grade crossing warning devices</td>
<td>Address Highway Rail Crossings</td>
<td>$7.4</td>
<td>Lehigh, Northampton</td>
<td>5</td>
<td></td>
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<tr>
<td>12111</td>
<td>LVRM</td>
<td>Lynn Ave Bridge</td>
<td>Replacement of bridge that carries Lynn Avenue over Lehigh Valley Rail Management railroad and City of Bethlehem Greenway in Bethlehem, Northampton County.</td>
<td>$3.9</td>
<td>Northampton</td>
<td>5</td>
</tr>
<tr>
<td>PBL</td>
<td>Track upgrade</td>
<td>The Belt Line plans to upgrade the rest of the track, which includes a bridge over Frankford Creek that needs to be rehabilitated, and engage in economic development in the area, probably with the Philadelphia Industrial Development Corp.</td>
<td>TBD</td>
<td>Philadelphia</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>Short-Term Infrastructure Improvements - Track</td>
<td>Improvements to the Bethlehem Branch MP 24.20 – MP 30.50 (Lansdale to Souderton) and Stony Creek Branch MP 0.0 – MP 3.0.</td>
<td>$1.0</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>Short-Term Infrastructure Improvements – Signals</td>
<td>Replace at grade Signal System - Broad Street in Souderton.</td>
<td>$0.8</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
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<tr>
<td>PN</td>
<td>Short-Term Infrastructure Improvements – Signals</td>
<td>Replace at grade Signal System - 8th Street in Lansdale.</td>
<td>$0.2</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
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</tr>
<tr>
<td>PN</td>
<td>Track speed</td>
<td>Improvements on the Stoney Creek Line to raise track speed between Lansdale and Norristown.</td>
<td>TBD</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>New interchange</td>
<td>Explore new interchange points with CSXT/SEPTA and expand PN trackage rights</td>
<td>TBD</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>Bethlehem Branch</td>
<td>Dedicated Freight and Passenger Lanes for a portion of the Line, ideally between Lansdale and Hatfield.</td>
<td>TBD</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>Bethlehem Branch</td>
<td>Feasibility of current Lansdale freight yard arrangement and location (rearranged following the 1981 termination of passenger service).</td>
<td>TBD</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>Bethlehem Branch</td>
<td>Relocation of CSXT/PN freight interchange to another point on the line, the addition of new tracks off the main to accommodate interchange or coordination with CSXT for PN to interchange freight at Woodbourne off the Neshaminy Line.</td>
<td>TBD</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>PN</td>
<td>Track Reactivation</td>
<td>Reactivate the SEPTA Jenkintown WYE - access to the Neshaminy Branch</td>
<td>TBD</td>
<td>Bucks, Montgomery</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>POHC</td>
<td>Reconfigure Two</td>
<td>Add an additional 4,800 feet of double ended track in the yard to help accommodate current business</td>
<td>$1.0</td>
<td>Allegheny</td>
<td>11</td>
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<tr>
<td>POHC</td>
<td>Tracks in Scully Yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POHC</td>
<td>Upgrade Alden Line</td>
<td>Upgrade all 22 miles of Arden line from Crafton to Arden. The upgrade will include ties, rail, and ballast and increase track speed from 10 MPH to 25 MPH</td>
<td>$0.0</td>
<td>Allegheny, Washington</td>
<td>11, 12</td>
<td></td>
</tr>
<tr>
<td>POHC</td>
<td>Line upgrades</td>
<td>Add more tracks and sidings across the railroad</td>
<td>TBD</td>
<td>Allegheny, Washington</td>
<td>11, 12</td>
<td></td>
</tr>
<tr>
<td>POHC</td>
<td>Yard improvements</td>
<td>Double end and reconnect all 5 tracks in Scully yard</td>
<td>TBD</td>
<td>Allegheny, Washington</td>
<td>11, 12</td>
<td></td>
</tr>
<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Rail Region</td>
<td>Project Description</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
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<tr>
<td>PSWR</td>
<td>Track and Yard Improvements</td>
<td>11 Beaver</td>
<td>Extend the PSWR mainline east into an adjacent tank farm to being transloading C5 natural gasoline. Includes rehabilitating parts of the PSWR Yard for efficient movements to accommodate the increase in traffic, a new spur built into the tank farm, and the infrastructure necessary to safely transload from the existing tanks to railcars.</td>
<td>$4.4</td>
<td></td>
<td></td>
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<tr>
<td>RBMN</td>
<td>Bridge Construction</td>
<td>5 Carbon 4,5 Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>Construct a new Nesquehoning bridge over the Lehigh River in Carbon County, which will provide a progressive routing between the Lehigh and Reading division mainlines. The project includes 1,200 feet of track to connect the two existing lines.</td>
<td>$21.4</td>
<td></td>
<td></td>
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<tr>
<td>RBMN</td>
<td>Ties</td>
<td>6.4 Carbon 4,5 Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>Susquehanna Branch: tie replacement &amp; crop/slide</td>
<td>$6.4</td>
<td></td>
<td></td>
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<tr>
<td>RBMN</td>
<td>Locomotive</td>
<td>$5.0 Carbon 4,5 Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>Main Line: rail train</td>
<td>$5.0</td>
<td></td>
<td></td>
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<tr>
<td>RBMN</td>
<td>Locomotive</td>
<td>$4.5 Carbon 4,5 Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>Hazleton Branch: rail train and crop/slide Haucks to Oneida</td>
<td>$4.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RBMN</td>
<td>Tie/Surface Upgrades</td>
<td>$2.9 Carbon 4,5 Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>Scranton Branch: tie/surface upgrades and track construction</td>
<td>$2.9</td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>PennDOT District</td>
<td>Primary County</td>
<td>Project Description</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
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<tr>
<td>R3MN</td>
<td>Yard improvements</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Tamqua Yard: tie upgrades and track construction</td>
<td>$1.4</td>
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<tr>
<td>R3MN</td>
<td>Bridge Deck Replacement</td>
<td>3</td>
<td>Bradford</td>
<td>Replace a full timber deck on a 100-foot long bridge on the Susquehanna Branch.</td>
<td>$0.1</td>
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<tr>
<td>R3MN</td>
<td>Track Improvements</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Install or replace 4.35 track miles of rail with 136-pound relay Continuous Welded Rail.</td>
<td>TBD</td>
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<tr>
<td>R3MN</td>
<td>Track Improvements</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Replace 4,000 feet of track (all new ties, rail and track materials) through the Buck Mountain Tunnel on the Mahanoy &amp; Shamokin Branch.</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>R3MN</td>
<td>Grinding/Surfacing</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Grind 55 miles and surface 75 miles.</td>
<td>TBD</td>
<td></td>
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<tr>
<td>R3MN</td>
<td>Ties</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Install or replace 14,000 wood ties.</td>
<td>TBD</td>
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<tr>
<td>R3MN</td>
<td>Ties</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Install 9,600 tons of ballast.</td>
<td>TBD</td>
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<tr>
<td>R3MN</td>
<td>Ties</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>Tremont Branch/RT: tie/surface upgrades</td>
<td>TBD</td>
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<tr>
<td>R3MN</td>
<td>Ties</td>
<td>4,5</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuylkill</td>
<td>M&amp;S RT: tie upgrades</td>
<td>TBD</td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Project</td>
<td>Project Description</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
<td>Primary County</td>
<td>PennDOT District</td>
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<tr>
<td>RBMN</td>
<td>Yard siding</td>
<td>New 1,400-foot siding in North Reading Yard</td>
<td>TBD</td>
<td>Berks</td>
<td>5</td>
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<tr>
<td>RBMN</td>
<td>New Facilities</td>
<td>Construct new garage and storage building to house trucks and equipment at Penobscot Yard in Mountain Top</td>
<td>TBD</td>
<td>Luzerne</td>
<td>4</td>
<td></td>
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<tr>
<td>RBMN</td>
<td>Yard Facilities</td>
<td>Build new crew quarters facility in Pittston Yard in Pittston</td>
<td>TBD</td>
<td>Luzerne</td>
<td>4</td>
<td></td>
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<tr>
<td>RBMN</td>
<td>Connection</td>
<td>Hazleton Branch: construct connection for progressive movement</td>
<td>TBD</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>4,5</td>
<td></td>
</tr>
<tr>
<td>RBMN</td>
<td>Siding</td>
<td>Main Line: extend Pulpit Rock siding south with new crossover</td>
<td>TBD</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>4,5</td>
<td></td>
</tr>
<tr>
<td>RBMN</td>
<td>Tunnel clearance</td>
<td>M&amp;S Branch: Plate F clearance for Buck Mountain tunnel</td>
<td>TBD</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>4,5</td>
<td></td>
</tr>
<tr>
<td>RBMN</td>
<td>Track</td>
<td>Main Line/Penney Branch: Rebuild track to Hamburg, connect Main Line and Penney</td>
<td>TBD</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>4,5</td>
<td></td>
</tr>
<tr>
<td>RBMN</td>
<td>Yard improvements</td>
<td>Cressona Yard: rebuild lite yard and extensive tie upgrades</td>
<td>TBD</td>
<td>Berks, Carbon, Lackawanna, Luzerne, Schuykill</td>
<td>4,5</td>
<td></td>
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<tr>
<td>RJCP</td>
<td>Track</td>
<td>Track Rehabilitation/Bridge and Tunnel Work</td>
<td>$22.4</td>
<td>Cambria, Clinton</td>
<td>2,9</td>
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<tr>
<td>SBRR</td>
<td>Grade crossing improvements</td>
<td>Significant grade crossing improvements needed in Hawley Borough</td>
<td>$1.0</td>
<td>Wayne</td>
<td>4</td>
<td></td>
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<tr>
<td>99914</td>
<td>SEDA JRA Bridges</td>
<td>General Bridgework</td>
<td>$3.9</td>
<td>Lycoming</td>
<td>3</td>
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</table>
## Table D-1: Freight Project List, cont.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
</tr>
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<tbody>
<tr>
<td>SEDA JRA</td>
<td>Muncy Industrial Park Phases 2-3 Rail Spur</td>
<td>Muncy Industrial Park Phases 2-3 rail spur</td>
<td>$1.0</td>
<td>Lycoming</td>
<td>3</td>
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<tr>
<td>SEDA JRA</td>
<td>Locomotive Wash Area</td>
<td>Locomotive Wash Area</td>
<td>$1.0</td>
<td>Lycoming</td>
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<tr>
<td>SEDA JRA</td>
<td>Signal systems</td>
<td>Add active protection to grade crossings in developed areas</td>
<td>$1.0</td>
<td>Lycoming</td>
<td>3</td>
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<tr>
<td>SEDA JRA</td>
<td>Bellefonte Branch</td>
<td>Second Phase of Rail Change-out</td>
<td>$0.4</td>
<td>Centre</td>
<td>2</td>
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<tr>
<td>SEDA JRA</td>
<td>New Maintenance of Way Building at Newberry Yard</td>
<td>New Maintenance of Way Building At Newberry Yard</td>
<td>$0.2</td>
<td>Lycoming</td>
<td>3</td>
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<tr>
<td>SEDA JRA</td>
<td>Grade crossing warning devices</td>
<td>Install SEDA rail crossing warning devices at Antlers Lane rail road crossing</td>
<td>$0.0</td>
<td>Lycoming</td>
<td>3</td>
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<tr>
<td>SEDA JRA</td>
<td>Sanding Tower</td>
<td>Sanding Tower Repairs</td>
<td>$0.0</td>
<td>Lycoming</td>
<td>3</td>
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<tr>
<td>SEDA JRA</td>
<td>Grade crossing improvements</td>
<td>JRA annually installs 2-3 signal systems with Section 130 funds and 1 new system a year with own funds.</td>
<td>TBD</td>
<td>Lycoming</td>
<td>3</td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>Lewistown Yard Drainage</td>
<td>Replace old timber box culvert</td>
<td>$0.3</td>
<td>Mifflin</td>
<td>2</td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>Turntable Upgrade</td>
<td>Turntable Upgrade</td>
<td>$0.2</td>
<td>Mifflin</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>SEDA JRA, JVR</td>
<td>Bridge No. 1.00 – Three Span Thru-Girder over Kishacoquillas Creek</td>
<td>Timber tie deck; clear bearing areas on piers; re-anchor stringer bearing plates</td>
<td>$0.2</td>
<td>Mifflin</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>SEDA JRA, JVR</td>
<td>Bridge No. 0.46 – Eight Spans over Juniata River</td>
<td>Replace end stringer concrete bearing pedestals; repair stone masonry</td>
<td>$0.1</td>
<td>Mifflin</td>
<td>2</td>
<td></td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>Bridge No. 1.51 – Three Span over Kishacoquillas Creek</td>
<td>Timber bearing repairs; replace timber tie deck</td>
<td>$0.1</td>
<td>Mifflin</td>
<td>2</td>
<td></td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>West Park Drain Pipe Outfall</td>
<td>Replace drain pipe</td>
<td>$0.1</td>
<td>Mifflin</td>
<td>2</td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Project</td>
<td>Project Description</td>
<td>Estimated Cost (in millions of 2015 dollars)</td>
<td>Primary County</td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>Bridge No. 4.53 – Three Span over Jacks Creek</td>
<td>Replace Timber tie deck</td>
<td>$0.0</td>
<td>Mifflin</td>
<td>2</td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>Bridge 0.51 – Three Span Thru-Girder over Kishacoquillas Creek</td>
<td>Replace tie deck</td>
<td>&lt;$0.1</td>
<td>Mifflin</td>
<td>2</td>
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<tr>
<td>SEDA JRA, JVR</td>
<td>Bridge No. 3.25 – Three Span Deck Girder over Kishacoquillas Creek</td>
<td>Repoint open stone masonry joints; clear debris from bearings and close open joints on piers</td>
<td>&lt;$0.1</td>
<td>Mifflin</td>
<td>2</td>
<td></td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge maintenance</td>
<td>Bridge No. 242.86 – Seven (7) Span Thru Truss - paint entire structure</td>
<td>$2.0</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
<td></td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Yard capacity</td>
<td>Newberry Rail Yard almost at capacity - expand capacity.</td>
<td>$1.6</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 171.30 over S.R. 220</td>
<td>Paint entire structure; repair concrete parapets along thru-girders.</td>
<td>$0.6</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge – Newberry Yard Culvert</td>
<td>Sidewall Repairs</td>
<td>$0.4</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 1.78 – Deck Girder, 4 Spans over Pine Creek</td>
<td>Replace expansion shoes with rockers</td>
<td>$0.4</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 242.86 – Thru Truss</td>
<td>End stringer bearing repairs Span #6; vertical post straightening</td>
<td>$0.3</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 189.66 – Deck Girder over Carpenters Run</td>
<td>Scour rip rap</td>
<td>$0.2</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 179.44 – Thru-Girder</td>
<td>Replace with steel or concrete arch</td>
<td>$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 1.98 over HWY #2 – Single Span Thru-Girder with Transverse Trough Deck</td>
<td>Close open holes between spans, Repair or remove timber walkway, Clean bearing areas of stone and debris, Remove built up rust at bearing areas, repairs to abutments.</td>
<td>$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
<td>Project</td>
<td>Project Description</td>
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<td>SEDA JRA, LVR</td>
<td>Bridge No. 201.66 – Thru-Girder over Lycoming Creek</td>
<td>Expansion shoe repair.</td>
<td>$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 198.15 – Concrete Slab over McClure’s Run</td>
<td>Headwall repairs; inlet debris removal.</td>
<td>$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 170.65 Stone Arch over Cement Hollow Run</td>
<td>Section of stone wall bulging – monitoring; parapet separating from arch ring – monitoring.</td>
<td>$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 174.48 over Pine Run</td>
<td>South abutment concrete spall</td>
<td>&lt;$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 193.42 – Stone Arch</td>
<td>Wing Walls stone repair</td>
<td>&lt;$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 168.67 over Lawshe Run and roadway</td>
<td>Remove vegetation from wing walls; repoint open stone masonry</td>
<td>&lt;$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 201.34 – Double Box Rail Top over Cemetery Run</td>
<td>Insert new pipe in each box</td>
<td>&lt;$0.1</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 171.46</td>
<td>Open stone masonry joints</td>
<td>TBD</td>
<td>Clinton, Lycoming</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 175.62</td>
<td>Open stone masonry joints</td>
<td>TBD</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Bridge No. 177.20</td>
<td>Open stone masonry joints</td>
<td>TBD</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
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<tr>
<td>SEDA JRA, LVR</td>
<td>Great Stream Commons Business Park Access</td>
<td>Improve rail service to the Great Stream Commons business park in northern Union County, and extend the line to service the Timber Run industrial park in Lycoming County.</td>
<td>TBD</td>
<td>Clinton, Lycoming</td>
<td>2, 3</td>
<td></td>
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<tr>
<td>SEDA JRA, MCIDC</td>
<td>MCIDC Plaza and Mifflin County Industrial Park Improvements</td>
<td>Establish road crossing and rehabilitate internal tracks and docks</td>
<td>$0.2</td>
<td>Mifflin</td>
<td>2</td>
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<tr>
<td>Project Number</td>
<td>Railroad / Corridor</td>
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<tr>
<td>Bridge replacement</td>
<td>Bridge No. 3384 – Deck Girder with Ballast Deck</td>
<td>Remove dead load; Raise Bridge, replace concrete deck with open timber deck</td>
<td>$2.0</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
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<tr>
<td>Steel repairs</td>
<td>Walkway protection canopy replacement; east end bearing elevation correction; new Timber tie deck</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
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<td></td>
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<tr>
<td>Access improvements</td>
<td>Walkway protection canopy replacement each side; bridge raise; steel repairs; east stone approach raise</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
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<td>Yard track and main line embankment</td>
<td>Yard track and main line embankment</td>
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<td>Bridge No. 122 – Thru-Girder with Timber Ballast Deck</td>
<td>Bridge No. 122 – Thru-Girder with Timber Ballast Deck</td>
<td>Steel repairs</td>
<td>$0.3</td>
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<tr>
<td>Bridge No. 0.05 – Five Span over the Little Juniata</td>
<td>Bridge No. 0.05 – Five Span over the Little Juniata</td>
<td>Steel repairs</td>
<td>$0.3</td>
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<tr>
<td>Bridge No. 0.24 – Single Span over 10th Street</td>
<td>Bridge No. 0.24 – Single Span over 10th Street</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<td>Bridge No. 6.79 – Thru-Girder with Timber Ballast Deck</td>
<td>Bridge No. 6.79 – Thru-Girder with Timber Ballast Deck</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<td>Bridge No. 6.17 – Thru-Girder with Timber Ballast Deck</td>
<td>Bridge No. 6.17 – Thru-Girder with Timber Ballast Deck</td>
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<td>Blair, Centre, Clinton</td>
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<tr>
<td>Bridge No. 9.76 – Concrete Slab; Bridge repairs to underside of slab</td>
<td>Bridge No. 9.76 – Concrete Slab; Bridge repairs to underside of slab</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<tr>
<td>Bridge No. 20.67 – Thru-Girder over Williams Run</td>
<td>Bridge No. 20.67 – Thru-Girder over Williams Run</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<tr>
<td>Bridge No. 24.68 – Thru-Girder over Dix Run</td>
<td>Bridge No. 24.68 – Thru-Girder over Dix Run</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<tr>
<td>Bridge No. 25.75 – Thru-Girder over Dewits Run</td>
<td>Bridge No. 25.75 – Thru-Girder over Dewits Run</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<tr>
<td>Access improvements</td>
<td>Walkway protection canopy replacement each side; bridge raise; steel repairs; east stone approach raise</td>
<td>$0.3</td>
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<tr>
<td>Bridge No. 9.76 – Concrete Slab; Bridge repairs to underside of slab</td>
<td>Bridge No. 9.76 – Concrete Slab; Bridge repairs to underside of slab</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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<tr>
<td>Bridge No. 20.67 – Thru-Girder over Williams Run</td>
<td>Bridge No. 20.67 – Thru-Girder over Williams Run</td>
<td>Steel repairs</td>
<td>$0.3</td>
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<td>Bridge No. 24.68 – Thru-Girder over Dix Run</td>
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<td>Bridge No. 25.75 – Thru-Girder over Dewits Run</td>
<td>Bridge No. 25.75 – Thru-Girder over Dewits Run</td>
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<td>Blair, Centre, Clinton</td>
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<td>Bridge No. 9.76 – Concrete Slab; Bridge repairs to underside of slab</td>
<td>Bridge No. 9.76 – Concrete Slab; Bridge repairs to underside of slab</td>
<td>Steel repairs</td>
<td>$0.3</td>
<td>Blair, Centre, Clinton</td>
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Table D-1: Freight Project List, cont.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project Description</th>
<th>Primary County</th>
<th>PenDOT District</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>33.84</td>
<td>SEDA JRA, NER</td>
<td>Repair pier bearing; replace expansion shoes with rockers; temporary repair ballast deck over piers.</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.2</td>
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<td>32.11</td>
<td>SEDA JRA, NER</td>
<td>Replace timber ballast deck and beams with concrete slab</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.2</td>
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<tr>
<td>33.65</td>
<td>SEDA JRA, NER</td>
<td>Bridge Repairs</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.1</td>
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<tr>
<td>34.05</td>
<td>SEDA JRA, NER</td>
<td>Steel Repairs; Stone Masonry Pointing with back wall.</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.1</td>
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<tr>
<td>33.79</td>
<td>SEDA JRA, NER</td>
<td>Concrete repairs</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.1</td>
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<tr>
<td>33.97</td>
<td>SEDA JRA, NER</td>
<td>Raise all spans 3&quot;</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.1</td>
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<tr>
<td>44.05</td>
<td>SEDA JRA, NER</td>
<td>Realign span and replace tie deck</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>$0.1</td>
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<tr>
<td>31.08</td>
<td>SEDA JRA, NER</td>
<td>Bridge maintenance</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>&lt;$0.1</td>
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<tr>
<td>32.01</td>
<td>SEDA JRA, NER</td>
<td>Bridge maintenance</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>&lt;$0.1</td>
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<tr>
<td>31.08</td>
<td>SEDA JRA, NER</td>
<td>Bridge maintenance</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>&lt;$0.1</td>
</tr>
<tr>
<td>32.01</td>
<td>SEDA JRA, NER</td>
<td>Bridge maintenance</td>
<td>Blair, Centre, Clinton</td>
<td>2.9</td>
<td>&lt;$0.1</td>
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Table D-1: Freight Project List, cont.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
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<th>PennDOT District</th>
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</thead>
<tbody>
<tr>
<td>SEDA JRA, NSRR</td>
<td>SEDA JRA, NSRR</td>
<td>Bloomsburg yard stabilization wall</td>
<td>$1.3</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 191.52 – Rupert</td>
<td>Replace and realign</td>
<td>$0.4</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 211.27 – Deck Girder</td>
<td>Embankment stabilization, Steel repairs, Concrete repairs, North end bearing repair, track profile</td>
<td>$0.3</td>
<td>Columbia, Montour, Northumberland</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge Repairs to Series of Similar Concrete Slab Bridges</td>
<td>Replace ties, Spot paint steel</td>
<td>$0.3</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 196.75</td>
<td>Bridge repairs</td>
<td>$0.2</td>
<td>Columbia, Montour, Northumberland</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 204.98 – I-beam</td>
<td>Bridge repairs</td>
<td>$0.2</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
</tr>
<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 204.90 – I-beam</td>
<td>Replace with box culvert, Raise track profile</td>
<td>$0.1</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 194.07 – Catawissa</td>
<td>Replace with concrete box, Raise track profile</td>
<td>$0.1</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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</tbody>
</table>
### Table D-1: Freight Project List, cont.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
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<tbody>
<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 180.55 – Deck Girder</td>
<td>Stone masonry repairs</td>
<td>$0.1</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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<tr>
<td>SEDA JRA, NSRR</td>
<td>Bridge No. 192.01 – Rail Top</td>
<td>Retaining wall north of bridge, Bridge repairs</td>
<td>&lt;$0.1</td>
<td>Columbia, Montour, Northumberland</td>
<td>3</td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 154.84 – Three Span Deck Girder</td>
<td>Ballast deck waterproofing, Parapet and bridge repairs</td>
<td>$0.7</td>
<td>Northumberland</td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 155.22 – Four Span Deck Girder</td>
<td>Timber tie deck, Stone masonry repairs</td>
<td>$0.4</td>
<td>Northumberland</td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Drainage Improvement for 1-mile from Tipple</td>
<td>Drainage improvement for 1-mile from tipple</td>
<td>$0.3</td>
<td>Northumberland</td>
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<td></td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 14.95 – Three Span Thru-Girder</td>
<td>Rebuild tops of piers and abutment bridge seats, Stabilize foundation of north abutment, Replace timber tie deck</td>
<td>$0.2</td>
<td>Northumberland</td>
<td>3</td>
<td></td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 22.50 – Pipe</td>
<td>Fill in void between pipe and old rail top</td>
<td>$0.2</td>
<td>Northumberland</td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 17.39 – Concrete Slab</td>
<td>Stone masonry repairs</td>
<td>$0.1</td>
<td>Northumberland</td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 152.95 – Concrete Slab</td>
<td>Rebuild one wing wall</td>
<td>$0.1</td>
<td>Northumberland</td>
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<tr>
<td>SEDA JRA, SVRR</td>
<td>Bridge No. 151.29 – Concrete Slab</td>
<td>New timber parapet wall</td>
<td>&lt;$0.1</td>
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<td>SEDA JRA, SVRR</td>
<td>Bridge No. 146.24 – Concrete Slab</td>
<td>Repair parapet</td>
<td>$0.0</td>
<td>Northumberland</td>
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<tr>
<td>SHRR</td>
<td>Phase 1</td>
<td>Expansion and capital improvement plan to bring critical sections of track up to Class I standards</td>
<td>$2.8</td>
<td>Dauphin</td>
<td>8</td>
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<tr>
<td>SHRR</td>
<td>Phase 2</td>
<td>Rail shipping areas, heat treat area and primary running track to NS interchange</td>
<td>$2.8</td>
<td>Dauphin</td>
<td>8</td>
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### Table D-1: Freight Project List, cont.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
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<tbody>
<tr>
<td>SHRR</td>
<td>Phase 3</td>
<td>Tracks supporting 20&quot; mill area, diesel servicing and repair area and Route 230 bridge and track segments leading to the Harsco plant</td>
<td>$2.8</td>
<td>Dauphin</td>
<td>8</td>
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<tr>
<td>SHRR</td>
<td>Phase 4</td>
<td>Switching and storage yards for rails and other material. Switching and staging track for weld plant and pipe mill</td>
<td>$2.8</td>
<td>Dauphin</td>
<td>8</td>
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<tr>
<td>SRC</td>
<td>Infrastructure Improvements</td>
<td>Rehabilitation of portions of mainline and sidings to continuously handle modern freight traffic and lading. Siding capacity in E. Strasburg yard is also being increased for capacity and through-put.</td>
<td>TBD</td>
<td>Lancaster</td>
<td>8</td>
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<tr>
<td>SRC</td>
<td>Track Expansion</td>
<td>Line-side developments and developing and laying track to adjacent commercial real estate in Leaman Place and Strasburg, and other nearby parcels that are within reach of its yards.</td>
<td>TBD</td>
<td>Lancaster</td>
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<tr>
<td>SRC</td>
<td>Grade crossing improvements</td>
<td>Rehabilitation of two highway grade crossings</td>
<td>TBD</td>
<td>Lancaster</td>
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<tr>
<td>SWP</td>
<td>Capacity Improvements</td>
<td>Expand yard capacity at north and south end to handle increased volume of sand traffic</td>
<td>$3.0</td>
<td>Fayette, Westmoreland</td>
<td>12</td>
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<tr>
<td>UMP</td>
<td>Retaining Wall</td>
<td>Build retaining wall</td>
<td>$0.8</td>
<td>Montgomery</td>
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<td>UMP</td>
<td>Ties</td>
<td>2,500 Ties</td>
<td>$0.3</td>
<td>Montgomery</td>
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<tr>
<td>UMP</td>
<td>Rebuild Track</td>
<td>1,500 feet of track</td>
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<td>Montgomery</td>
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<tr>
<td>UMP</td>
<td>Turnouts</td>
<td>4 turnouts</td>
<td>$0.2</td>
<td>Montgomery</td>
<td>6</td>
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<tr>
<td>UMP</td>
<td>Rebuild Track</td>
<td>Replace 1,250 feet of rail</td>
<td>$0.1</td>
<td>Montgomery</td>
<td>6</td>
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<tr>
<td>UMP</td>
<td>Switch Timbers</td>
<td>125 switch timbers</td>
<td>&lt;$0.1</td>
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<tr>
<td>93234</td>
<td>Various</td>
<td>Shenango Valley Area Transportation Study RR Line Item - 2016 2016 Railroad Reserve for the SVTS MPO on various routes in various municipalities</td>
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<td>Mercer</td>
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<td>Project Number</td>
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<td>Project Description</td>
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<tr>
<td>93232</td>
<td>Various</td>
<td>Mercer</td>
<td>1</td>
<td>Renovation of short line rail system to connect industrial sites to Class I carriers</td>
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<td></td>
<td>Various</td>
<td>Venango</td>
<td>1</td>
<td>Replacement of the three Oil City Branch bridges</td>
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<td></td>
<td>WNYP</td>
<td>Erie</td>
<td>1.2</td>
<td>Replacement of crossties and siding on 38 miles of the Buffalo Main Line, Port Allegany to No. Driftwood</td>
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<tr>
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<td>WNYP</td>
<td>Crawford, Erie</td>
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<td>Replacement of crossties and siding on 86 miles of the Freight Main Line, Meadville to NY State Line</td>
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<tr>
<td></td>
<td>WNYP</td>
<td>Venango</td>
<td>1</td>
<td>Replacement of crossties and siding on 20 miles of the Oil City Branch, from Banks to Sugarcreek</td>
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<tr>
<td></td>
<td>WNYP</td>
<td>Erie</td>
<td>1</td>
<td>Replacement of crossties and siding on 17.7 miles of the Buffalo Main Line, State Line to Port Allegany</td>
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<tr>
<td></td>
<td>WNYP</td>
<td>McKean</td>
<td>2</td>
<td>Replace through-truss bridge FV-1.20 on the Farmers Valley Branch</td>
<td></td>
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<tr>
<td></td>
<td>WNYP</td>
<td>Erie</td>
<td>1</td>
<td>Replace 5 miles rail with Continuous Welded Rail on the Oil City Branch</td>
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<tr>
<td></td>
<td>WNYP</td>
<td>Venango</td>
<td>1</td>
<td>Build turnaround track at Farm on the Farmers Valley Branch</td>
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<tr>
<td></td>
<td>WNYP</td>
<td>McKean</td>
<td>2</td>
<td>Rehab 350 feet of timber approaches to through-truss bridge in Eldred.</td>
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</table>

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<tr>
<td>WNYP</td>
<td>Culverts and Drainage Improvements</td>
<td>Culverts and Drainage Improvements on the Buffalo Main Line</td>
<td>$0.5</td>
<td>Erie McKean 1,2</td>
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</tr>
<tr>
<td>WNYP</td>
<td>Culverts and Drainage Improvements</td>
<td>Culverts and Drainage Improvements on the Farmers Valley Branch</td>
<td>$0.5</td>
<td>McKean 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WNYP</td>
<td>Crossties and Siding</td>
<td>Replacement of crossties and siding at the Meadville Yard on the Freight Main Line</td>
<td>$0.3</td>
<td>Crawford, Erie 1</td>
<td></td>
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</tr>
<tr>
<td>WNYP</td>
<td>Crossties and Siding</td>
<td>Replacement of crossties and siding on 5 miles between Rouseville Industrial Track and McClintock Yard</td>
<td>$0.3</td>
<td>Venango 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WNYP</td>
<td>Crossties and Siding</td>
<td>Replacement of crossties and siding on 3 miles of the South Side Branch</td>
<td>$0.2</td>
<td>Venango 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WNYP</td>
<td>Crossties and Siding</td>
<td>Replacement of crossties and siding on the Farmers Valley Branch, 1 mile MP FV 5.0 to 6.0</td>
<td>$0.1</td>
<td>McKean 2</td>
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<td></td>
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<tr>
<td>WNYP</td>
<td>Double-stack clearance</td>
<td>Double-stack height limitation bridge: Valastiak Road Bridge over Western New York &amp; Pennsylvania Railroad in Freehold Township, Warren County</td>
<td>TBD</td>
<td>Warren 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WNYP</td>
<td>WNYP and BPRR consolidation</td>
<td>Consolidation of parallel rail lines of the WNYP and Buffalo &amp; Pittsburgh (former A&amp;E) for a distance of either 3 or 13 miles between Corry and Union City. A significant number of grade crossings would also be eliminated along this corridor.</td>
<td>TBD</td>
<td>Erie 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>YRC</td>
<td>Northwest Triangle Initiative</td>
<td>Re-route rail lines in York, PA for economic development purposes</td>
<td>$7.5</td>
<td>York 8</td>
<td></td>
<td></td>
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<tr>
<td>YRC</td>
<td>Rail replacement</td>
<td>Replace and upgrade main line consisting of 16 miles of 100 pound rail to 115 pound or larger</td>
<td>$5.7</td>
<td>York 8</td>
<td></td>
<td></td>
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</tbody>
</table>
Table D-1: Freight Project List, cont.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Railroad / Corridor</th>
<th>Project</th>
<th>Project Description</th>
<th>Estimated Cost (in millions of 2015 dollars)</th>
<th>Primary County</th>
<th>PennDOT District</th>
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</thead>
<tbody>
<tr>
<td>YRC</td>
<td>Rail Replacement</td>
<td>Replace and upgrade main line</td>
<td>consisting of 16 miles of 100 pound rail to 115 pound or larger</td>
<td>$2.8</td>
<td>York</td>
<td>8</td>
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<tr>
<td>YRC</td>
<td>Upgrade Poor House Yard</td>
<td>Upgrade 9 turnouts and 11,000 feet of track serving as key interchange yard to Class 1</td>
<td></td>
<td>$2.0</td>
<td>York</td>
<td>8</td>
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<tr>
<td>YRC</td>
<td>Construction of YRC Loco Maintenance Shop</td>
<td>Replacement of old facility due to deteriorating and unsafe conditions</td>
<td></td>
<td>$1.5</td>
<td>York</td>
<td>8</td>
</tr>
<tr>
<td>YRC</td>
<td>Grade crossing improvements</td>
<td>Replace Market, Philadelphia and Pershing Road Crossings and signal systems due to failing surface, ties, rail, gauge and old signal circuitry</td>
<td></td>
<td>$1.0</td>
<td>York</td>
<td>8</td>
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<tr>
<td>YRC</td>
<td>Expansion of Storage Capacity at DCP Midstream</td>
<td>Increase storage capacity of current propane customer</td>
<td></td>
<td>$0.8</td>
<td>York</td>
<td>8</td>
</tr>
<tr>
<td>YRC</td>
<td>Upgrade two Storage Side Tracks</td>
<td>Upgrade 2 - 1,500 foot storage tracks and 3 turnouts with larger rail, rail fixtures and ties to support current customer growth demands</td>
<td></td>
<td>$0.5</td>
<td>York</td>
<td>8</td>
</tr>
</tbody>
</table>

Total Class III / Short Lines $319.6

Total 2015-2040 Freight Rail Projects $1,955.4
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