Appendix B (Definition of Decision Matrix and Schematic)

JULY 2017
1 Introduction

The following Definition of Decision Matrix (Matrix) and Schematic (Schematic) describe the Selected Alternative service and performance objectives and infrastructure elements by geographic segment. In all cases, the geographic segment objectives and elements are consistent with the corridor-wide objectives and elements described in the Record of Decision (ROD) document. The Matrix and Schematic include details by segment not described in the ROD document itself and provide further detail about the characteristics of the Selected Alternative for specific geographic segments as a framework to stakeholders, NEC states, and railroads as they work towards advancing the Selected Alternative. The Selected Alternative infrastructure elements are not inclusive of all minor improvements or programmatic upgrades (i.e., curve adjustment, track realignment, signal improvements, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the Northeast Corridor (NEC). Although not specified in the ROD, the FRA will review, to the extent authorized, these minor improvements for consistency with the Selected Alternative service and performance objectives.

The Matrix and Schematic identify station improvements within each geographic segment. Station improvements are described as modified, new, or expanded. These improvement types are similar to those presented for the Preferred Alternative in the Tier 1 Final EIS (e.g., a modified station would be upgraded from a Local station with only Regional rail service to a Hub station with both Intercity and Regional rail service). Station improvement types are revised in some cases from the Tier 1 Final EIS to clarify the infrastructure improvements in addition to describing a change in station type and services offered. For the Selected Alternative, stations requiring some physical improvements to support service and performance objectives are also categorized as modified, although they are not proposed for a change in station type. Other stations improvements have been clarified and the type of improvement (modified, new, or expanded) updated from what was presented in the Tier 1 Final EIS. In all cases, the proposed service levels are consistent with the definitions in the Tier 1 Final EIS for the Preferred Alternative.

The Matrix identifies specific commitments or thresholds as well as post-ROD planning or Tier 2 considerations. The Matrix and Schematic are companion documents to be used in conjunction with the ROD document itself. Specific aspects of the Selected Alternative summarized herein are described in the ROD document Sections 3 (Description of Selected Alternative), 5 (Consistency Criteria), and 6 (Tier 2 Considerations and Environmental Resources).

While the Matrix identifies service and performance objectives, the ROD is not prescriptive regarding how or who should operate service in the future. The FRA evaluated rail operations without being constrained by existing jurisdictional boundaries or other interagency operating agreements. Furthermore, the service and performance objectives will require infrastructure investments as noted in the Matrix and Schematic, and the adoption of enhanced service concepts, as appropriate. The Matrix identifies where opportunities for implementing enhanced service concepts should be considered in the design and implementation of infrastructure (see the Integrated Rail Network discussions included under Service and Performance Objectives for each geographic segment).

The Schematic identifies the service and performance targets, infrastructure elements, and key features of the NEC by NEC milepost.
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## Elements of the Selected Alternative by Geographic Segment

### Washington Union Station to Baltimore Penn Station

<table>
<thead>
<tr>
<th>Service &amp; Performance Objectives</th>
<th>Infrastructure (*= Related Project)</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Frequency Target:</strong> 1</td>
<td>Two- to four-track railroad to</td>
<td>Coordinate with Southeast High Speed</td>
<td>Patuxent Research Refuge</td>
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<td></td>
<td>accommodate a mix of passenger rail</td>
<td>(SEHSR) and Richmond to Washington</td>
<td>National Register of Historic</td>
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<td></td>
<td>services</td>
<td>Corridor (DC2RVA) improvements and</td>
<td>Places sites such as Bolton</td>
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<td>plans</td>
<td>Hill Historic District</td>
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<td>Coordinate with Washington Union</td>
<td>Areas at risk from storm surge</td>
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<td>Station Expansion and B&amp;P Tunnel</td>
<td>flooding and riverine flooding</td>
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<td>Replacement projects</td>
<td>Environmental Justice communities</td>
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<td>Coordinate with Long Bridge (Related</td>
<td>in Baltimore City, MD</td>
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<td>Project not included in the Selected</td>
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<td>Alternative and D.C. Yard projects</td>
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<td>Consider infrastructure necessary</td>
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<td>to expand intercity access to</td>
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<td>metropolitan areas and</td>
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<td>accommodate corridor-wide and</td>
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<td>geographic segment service and</td>
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<td>performance objectives</td>
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<td>Consider storage and maintenance</td>
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<td>requirements to accommodate</td>
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<td>service and performance objectives</td>
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<td>(e.g., facilities in the vicinity of Ivy</td>
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<td>Yard, Washington, D.C.)</td>
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</tbody>
</table>

1 At the Washington Union Station screenline, service frequency between Washington Union Station and Baltimore Penn Station could vary with changes in Regional rail service.
Elements of the Selected Alternative by Geographic Segment (continued)

<table>
<thead>
<tr>
<th>Service &amp; Performance Objectives</th>
<th>Infrastructure (*= Related Project)</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Baltimore Penn Station to Philadelphia 30th Street Station</strong></td>
<td></td>
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<tr>
<td><strong>Tier 1 Decision</strong></td>
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</tbody>
</table>
| Frequency Target: 2  
- 18 tph in the peak direction for passenger rail service  
- 10 Intercity tph in the peak direction | Four- to six-track railroad to accommodate a mix of passenger rail services  
- Chokepoint Relief: Newark, DE, Station; Philadelphia 30th Street – Penn Interlocking  
- New Track: Union Tunnel; Aberdeen to Havre de Grace, Newark to Newport  
- Curve Modification: near Baltimore Penn Station to I-895  
- Bridge Replacement: Bush, Gunpowder, Susquehanna Bridges*  
- New Segment: Bayview, MD to Newport, DE; Wilmington Segment; Philadelphia Segments: Baldwin, PA, to Philadelphia 30th Street Station; Philadelphia International Airport Station  
- Station Improvement:  
- Modified: MD – Baltimore Penn, Martin Airport, Aberdeen, DE – Newark, DE  
- New: MD – Bayview, Elkton; DE – Newport, Edgemoor; PA – Baldwin, Philadelphia Airport  
- Expanded: PA – Philadelphia 30th Street | Minimize new impacts to the John Heinz Wildlife Refuge  
- Coordinate with CSX/SEPTA and City of Philadelphia regarding airport connection  
- Incorporate ongoing Susquehanna Bridge Replacement  
- Coordinate with Newark Regional Transportation Center (NRTC) project sponsors on specific location and design of modified Newark, DE Station.  
- Consider infrastructure necessary to expand intercity access to metropolitan areas and accommodate corridor-wide and geographic segment service and performance objectives | Conversion of land cover (undeveloped to developed)  
- Agricultural lands in Harford and Cecil Counties, MD  
- Effects on ecological and hydrologic resources associated with the Gunpowder and Bush rivers, Gasheys Run Critical Habitat, Christina River and Brandywine Creek  
- Gunpowder Falls State Park, John Heinz Wildlife Refuge, David Craig Park and Banning Park  
- National Register of Historic Places sites such as Delaware Boundary Markers, the Havre de Grace Historic District and Sophia’s Dairy  
- White Clay Creek, a wild and scenic river |
| New Station Connections on NEC:  
- Intercity –expanded access to metropolitan areas (represented by Philadelphia International Airport Station)  
- Intercity and Regional – expanded access to metropolitan areas (represented by Bayview and Baldwin Stations)  
- Regional – expanded access to Metropolitan areas (represented by Elkton, MD, Newport and Edgemoor, DE, stations) | | | |
| Conflict-free Operations:  
- High-speed express tracks between Bayview, MD, and Edgemoor, DE (non-stop through Wilmington) | | | |
| Integrated Rail Network:  
- Support enhanced Keystone Corridor service – 24 daily trains, Harrisburg, PA, to PSNY  
- Cross-platform transfers to support pulse-hub operations at Philadelphia 30th Street Station for NEC and Keystone Corridor services | | | |
| Freight: Protect freight access to the ports of Baltimore, Wilmington, and Philadelphia | | | |

2 At the Baltimore Penn Station screenline, service frequency between Baltimore Penn Station and Philadelphia 30th Street Station could vary with changes in Regional rail service.
### Elements of the Selected Alternative by Geographic Segment (continued)

#### Philadelphia 30th Street Station to Trenton, NJ

<table>
<thead>
<tr>
<th>Service &amp; Performance Objectives</th>
<th>Infrastructure (*= Related Project)</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tier 1 Decision</strong></td>
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<tr>
<td><strong>Frequency Target:</strong></td>
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<tr>
<td>– 18 tpph in the peak direction for passenger rail service</td>
<td>Four- to six-track railroad to accommodate a mix of passenger rail services</td>
<td>Consider alternative construction type(s) and specific locations for the Philadelphia new segment between Philadelphia 30th Street Station and Bridesburg, PA to avoid or minimize impacts to Section 4(f) resources including Fairmont Park and the Philadelphia Zoo</td>
<td>West Park and East Park (Fairmont Park system)</td>
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<tr>
<td>• 10 Intercity tpph in both directions</td>
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<td>National Register of Historic Places and National Historic Landmark sites such as Andalusia, The Woodlands, John Bartram House, Fairmont Waterworks</td>
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<tr>
<td><strong>New Station Connections on NEC:</strong></td>
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<td>Known concentrations of hazardous waste/contaminated sites</td>
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<tr>
<td>N/A</td>
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<tr>
<td><strong>Conflict-free Operations:</strong></td>
<td></td>
<td></td>
<td>Environmental Justice communities in Philadelphia County, PA</td>
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<tr>
<td>– High-speed express tracks from north of Philadelphia 30th Street Station to Bridesburg, PA on new segment</td>
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<tr>
<td>– Eliminate speed restrictions and chokepoints at Trenton Station for stopping and non-stop passenger rail trains and Regional rail yard access</td>
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<tr>
<td><strong>Integrated Rail Network:</strong></td>
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<tr>
<td>– Schedule coordination for Intercity and Regional rail service at Trenton, NJ, Cornwells Heights and North Philadelphia, PA stations</td>
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<tr>
<td><strong>Freight:</strong> N/A</td>
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</table>

3 At the Philadelphia 30th Street Station screenline, service between Philadelphia 30th Street Station and Trenton, NJ, could vary with changes in Regional rail service.
Elements of the Selected Alternative by Geographic Segment (continued)

<table>
<thead>
<tr>
<th>Trenton, NJ, to Penn Station New York</th>
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<tbody>
<tr>
<td><strong>Service &amp; Performance Objectives</strong></td>
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<tr>
<td>Frequency Target: 2</td>
</tr>
<tr>
<td>– 52 tpph in the peak direction for passenger rail</td>
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<tr>
<td>– No less than 42 Regional tpph in the peak direction</td>
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<tr>
<td>– 10 Intercity tpph in both directions</td>
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<tr>
<td>New Connections on NEC:</td>
</tr>
<tr>
<td>– Intercity- expanded access to metropolitan areas (represented by North Brunswick and Secaucus in the Selected Alternative);</td>
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<tr>
<td>– Expanded Intercity service at existing stations (represented by Metropark in the Selected Alternative)</td>
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<tr>
<td>Conflict-free Operations:</td>
</tr>
<tr>
<td>– Relieve capacity chokepoints and create separate express tracks between Newark, NJ and PSNY</td>
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<tr>
<td>Integrated Rail Network:</td>
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<tr>
<td>– One-seat ride west of Hudson River for select Regional rail services</td>
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<tr>
<td>– Multi-operator Regional rail run-through services at PSNY</td>
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<tr>
<td>Freight: Protect freight access to the port of Newark</td>
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</tbody>
</table>

4 At the Hudson River screenline, service between Trenton, NJ, and Penn Station New York could vary with changes in Regional rail service.
Elements of the Selected Alternative by Geographic Segment (continued)

<table>
<thead>
<tr>
<th>Penn Station New York to New Rochelle, NY</th>
<th>Tier 1 Decision</th>
<th>Infrastructure (*= Related Project)</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
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<tr>
<td><strong>Service &amp; Performance Objectives</strong></td>
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<tr>
<td><strong>Frequency Target:</strong> 5</td>
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<td>– 10 Intercity tph in both directions</td>
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<tr>
<td><strong>New Station Connections to NEC:</strong></td>
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<tr>
<td>– Intercity – expanded access to</td>
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<tr>
<td>metropolitan areas (represented by</td>
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<tr>
<td>Morris Park )</td>
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<td>– Regional – Hunts Point, Parkchester/Van</td>
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<td>Ness, Co-op City</td>
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<tr>
<td><strong>Conflict-free Operations:</strong></td>
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<tr>
<td>– Relieve capacity chokepoints and</td>
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<td>Four- to six-track railroad to</td>
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<td>create separate express tracks from</td>
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<td>accommodate a mix of passenger</td>
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<td>PSNY to New Rochelle</td>
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<td>rail services</td>
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<td>– Grade separation to improve</td>
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<td>Chokepoint Relief: Pelham Bay</td>
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<td>operations between Hell Gate and</td>
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<td>Bridge;* New Rochelle (Shell</td>
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<tr>
<td>New Haven lines</td>
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<td>Junction)</td>
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<td><strong>Integrated Rail Network:</strong></td>
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<td>New Track: Hell Gate Line</td>
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<tr>
<td>– Support multi-operator Regional rail</td>
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<td>expansion between Queens and</td>
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<td>run-through services at PSNY</td>
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<td>Bronx Counties</td>
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<td>– “Transit-style” Regional rail service</td>
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<td>Bridge Replacement: see Chokepoint</td>
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<td>from New York City to New Rochelle,</td>
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<td>Relief</td>
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<td>NY</td>
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<td>New Segment: East River Tracks in</td>
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<tr>
<td>– Support enhanced Empire Corridor</td>
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<td>tunnel to Hell Gate Bridge</td>
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<td>service – 22 daily trains Albany to</td>
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<td>Station Improvement:</td>
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<td>PSNY</td>
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<td>– Modified: New Rochelle</td>
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<tr>
<td>– Expanded: Penn Station New York*</td>
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<td>– New: Hunts Point,* Parkchester/Van</td>
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<td>– Systems Upgrade:</td>
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<td>Ness,* Morris Park;* Co-op City*</td>
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<td><strong>Freight:</strong> Preserve freight access to</td>
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<td>– As appropriate to achieve service</td>
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<td>the port of New York and to points</td>
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<td>and performance objectives</td>
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<td>north along the NEC via Hell Gate</td>
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<td>Bridge*</td>
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5 At the East River screenline, Intercity target for service between Penn Station New York (PSNY) and New Rochelle, NY. Targets for Regional rail service on the NEC (New Haven and Hell Gate lines) may vary; estimated frequencies at key screenlines are further described in the Tier 1 Final EIS, Chapter 4. Regional frequencies assume a mix of services operating between PSNY and New Rochelle, NY, including MNR service to GCT (via New Haven Line), LIRR service to PSNY (via East River tunnels), LIRR service to GCT (planned with East Side Access), and MNR service to PSNY (proposed with Penn Station Access).
## New Rochelle, NY, to New Haven, CT

<table>
<thead>
<tr>
<th>Service &amp; Performance Objectives</th>
<th>Infrastructure (*)= Related Project</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
</tr>
</thead>
</table>
| **Frequency Target:**
- 10 Intercity tph in both directions | **Four- to six-track railroad to accommodate a mix of passenger rail and freight services**
- Intercity – expanded access to metropolitan areas (represented by Cross-Westchester, NY; Stamford and Greens Farms, CT, stations)
- Regional – expanded access to metropolitan areas: Barnum (east of Bridgeport) and Orange (east of Milford) stations | **Consider storage and maintenance requirements needed to accommodate passenger rail service objectives (e.g., expansion of New Haven Yard)**
| **New Station Connections on NEC:**
- Intercity – expanded access to metropolitan areas (represented by Cross-Westchester, NY; Stamford and Greens Farms, CT, stations) | **Chokepoint Relief:** New Haven Station
**New Track:** N/A
**Bridge Replacement:** Cos Cob, Saugatuck, Devon movable bridges
**New Segment:** New Rochelle, NY, to Greens Farms, CT
**Station Improvement:**
- New: NY – Cross-Westchester; CT – Barnum; Orange | **Consider infrastructure necessary to expand intercity access to metropolitan areas and accommodate corridor-wide and geographic segment service and performance objectives**
| **Conflict-free Operations:**
- High-speed express tracks from New Rochelle, NY, to Green Farms, CT | **Agricultural lands in New Haven County, CT**
| **Integrated Rail Network:**
- Cross-platform, pulse-hub operations at New Haven Station
- “Transit-Style” Regional rail service between New Rochelle, NY, and New Haven, CT | **Ecologic and hydrologic resources associated with Saugatuck and Cos Cob Rivers**
| **Freight:** N/A | **Environmental Justice communities in Fairfield County, CT**

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6 At the New Rochelle, NY, screenline, Intercity target for service between New Rochelle, NY, and New Haven, CT. Targets for Regional rail service on the NEC (New Haven Line) may vary; estimated frequencies at key screenlines are further described in the Tier 1 Final EIS, Chapter 4. Regional frequencies assume a mix of services operating between New Rochelle, NY, and New Haven, CT, including MNR to GCT and MNR to PSNY (proposed).
### Elements of the Selected Alternative by Geographic Segment (continued)

#### New Haven, CT, to Providence, RI

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<thead>
<tr>
<th>Service &amp; Performance Objectives</th>
<th>Infrastructure (*= Related Project)</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
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</thead>
<tbody>
<tr>
<td>Frequency Target:2</td>
<td>Two-track railroad to accommodate a mix of passenger rail services</td>
<td>Commit to working with Connecticut and Rhode Island to identify on-and off-corridor infrastructure to expand railroad capacity between New Haven, CT, and Providence, RI, as part of the New Haven to Providence Capacity Planning Study. Completion of this Planning Study will be a pre-condition to any Tier 2 project studies that are intended to increase capacity in this area and will include coordination with Massachusetts and appropriate stakeholders as well as the public. Coordinate with the Rhode Island Department of Transportation and Amtrak on further study of improvements at T.F. Green Airport Train and Intermodal Station.</td>
<td>Results in a range of potential environmental effects depending on whether or not a coastal route or more inland route is identified: Conversion of land cover (undeveloped to developed) in New London, New Haven, Hartford, Tolland, Windham, Counties CT. B. McKinney National Wildlife Refuge – Salt Meadow Unit in Middlesex County, CT; Nathaniel Hale State Forest, Tolland County, CT; Natchaung State Forest, Windham County, CT. National Register of Historic Places sites such as Clinton Village Historic District, Old Lyme Historic District, and Mystic River Historic District, Nathan Hale Homestead, South Coventry Historic District; Historic Village of the Narragansatts; Ecological and hydrologic resources associated with the Connecticut, Quinnipiac, Thames, Saugatuck, Mianus, and Cos Cob, Niantic, Mystic, Wood, Pawcatuck, and Pequonnock Rivers and the Groton and Mystic Reservoirs Environmental Justice communities in Worcester County, RI Rhode Island Greenway Areas at risk from sea level rise, storm surge, or riverine flooding; Inland routing reduces risks from sea level rise and storm surge flooding</td>
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<td>– 6–8 Intercity tph in the peak direction</td>
<td>Chokepoint Relief: N/A</td>
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<tr>
<td>New Connections on NEC: N/A</td>
<td>New Track: N/A</td>
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<tr>
<td>Conflict-free Operations: N/A</td>
<td>Curve Modification: N/A</td>
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</tr>
<tr>
<td>Integrated Rail Network: N/A</td>
<td>Bridge Replacement: Connecticut River*</td>
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<td></td>
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<tr>
<td>Freight: N/A</td>
<td>New Segment: N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Station Improvement: N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Systems Upgrade: N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Modernize systems and infrastructure: Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

7 At the New Haven Station screenline, service between New Haven, CT, and Providence, RI, could vary with changes in Regional rail service. Routing for trains between New Haven, CT, and Providence, RI, will be evaluated in the New Haven to Providence Capacity Planning Study.
Elements of the Selected Alternative by Geographic Segment (continued)

<table>
<thead>
<tr>
<th>Service &amp; Performance Objectives</th>
<th>Infrastructure (*= Related Project)</th>
<th>Post-ROD Planning or Tier 2 Consideration</th>
<th>Highlighted Environmental Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Target: 8</td>
<td>Two- to four-track railroad to accommodate a mix of Intercity and Regional services</td>
<td>Coordinate with Northern New England Intercity Rail Initiative (NNEIRI) service proposed west of Boston, MA</td>
<td>Potential effects to National Register of Historic Places’ sites such as South End District and the South Station Headhouse, the termination point of the NEC.</td>
</tr>
<tr>
<td>– 20 tph in the peak direction for passenger rail service</td>
<td>Chokepoint Relief: Canton Junction to Readville track and junction improvements</td>
<td>Incorporate and coordinate with South Station Expansion project</td>
<td></td>
</tr>
<tr>
<td>Regional rail station at Pawtucket* (east of Providence)</td>
<td>New Track: Pawtucket, RI, to Sharon, MA</td>
<td>Consider storage and maintenance requirements to accommodate passenger rail service objectives (e.g., expansion of Southampton Street Yard and/or additional new site to accommodate growth)</td>
<td></td>
</tr>
<tr>
<td>Conflict-free Operations: N/A</td>
<td>Curve Modification: N/A</td>
<td>Coordinate with New Haven to Providence Capacity Planning Study</td>
<td></td>
</tr>
<tr>
<td>Integrated Rail Network: N/A</td>
<td>Bridge Replacement: N/A</td>
<td>Consider infrastructure necessary to expand intercity access to metropolitan areas and accommodate corridor-wide and geographic segment service and performance objectives</td>
<td></td>
</tr>
<tr>
<td>Freight: N/A</td>
<td>New Segment: Neponset (Sharon to Hyde Park, MA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Station Improvement:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>– Modified: MA – Route 128, Readville, Forrest Hills, Ruggles Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>– New: Pawtucket, RI*</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>– Expanded: Boston South Station*</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Systems Upgrade:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>– As appropriate to achieve service and performance objectives</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

8 At the Providence Station screenline, service between Providence, RI, and Boston, MA, could vary with changes in Regional rail service.
Schematic
**Washington Union Station to Baltimore Penn Station: Two- to four-track railroad**

**Infrastructure Elements:**
- **Mileposts:**
  - 100
  - 105
  - 110
  - 115
  - 120
  - 125
  - 130
  - 135
  - 140

**Stations:**
- Washington Union Station
- New Carrollton
- Bowie State
- Odenton
- BWI Airport
- Halethorpe
- West Baltimore
- Baltimore Penn

**Systems Upgrade:**
- **High Density Signaling – Washington, D.C. to New Carrollton, MD**
- **High Density Signaling – Seabrook, MD to West Baltimore, MD**

**Service and Performance Objectives:**
- **Screenline:** Washington, D.C. (north of Anacostia River):
  - 20 passenger rail trains per peak hour in the peak direction
  - 10 Intercity trains per peak hour in the peak direction

- **Intercity – expanded access to metropolitan areas**
  - (represented by Odenton Station)

- **Four-track, express/local operations** New Carrollton to Baltimore including through New Baltimore Tunnel (B&P Tunnel Replacement - Related Project)

- **Support enhanced connecting corridor service south of Washington D.C.** – 14 daily trains Richmond to Penn Station New York (PSNY)

- **Protect freight access to the Port of Baltimore**

**Legend:**
- **Track**
  - Existing/Modernized Track
  - New Track
  - New Segment
- **Curve Modification**
  - Systems Upgrade
- **Station Type**
  - New
  - Modified
  - Expanded
  - Existing
- **Projects**
  - Chokepoint Relief
  - BWI Airport (Related Project)
  - New Segment: New Baltimore Tunnel (B&P Tunnel Replacement - Related Project)
  - Chokepoint Relief: Odenton
  - New Track: New Carrollton to Halethorpe (Related Project)

**Note:** This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Service and Performance Objectives:

**Frequency**

**Target**

**New Connections on NEC**

Intercity and Regional – expanded access to metropolitan areas (represented by Bayview station)

**Conflict-free Operations**

High-speed express tracks between Bayview, MD, and Edgemoor, DE (non-stop through Wilmington)

**Integrated Rail Network**

**Freight**

---

**Legend:**

- **Track**
  - Existing/Modernized Track
  - New Track
  - New Segment
  - Curve Modification
  - Systems Upgrade

- **Station Type**
  - New
  - Expanded
  - Existing

- **Projects**
  - Chokepoint Relief
  - Bridge Replacement
  - Milepost

**Note:** This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Infrastructure Elements:

- **Mileposts**: 180, 185, 190, 195, 200, 205, 210, 215, 220

- **Stations**: Elkton, Newark, DE, Churchman’s Crossing, Wilmington, Newport, Edgemoor, Claymont, Marcus Hook, Highland Avenue

- **New Segment**: Bayview, MD, to Newport, DE

- **Chokepoint Relief**: Newark, DE, Station

- **New Track**: Newark to Newport, DE

- **New Segment**: Wilmington Segment

- **Systems Upgrade**: Perryville, MD, to Newport, DE

- **NEC Systems Upgrade**: Edgemoor, DE, to Baldwin, PA

Service and Performance Objectives:

**Frequency**

**Target**

- **New Connections on NEC**
  - Regional – expanded access to Metropolitan areas (represented by Elkton, MD, station)
  - Regional – expanded access to Metropolitan areas (represented by Newport and Edgemoor, DE, stations)

**Conflict-free Operations**

- High-speed express tracks between Bayview, MD, and Edgemoor, DE (non-stop through Wilmington)

**Integrated Rail Network**

**Freight**

- **Legend**:
  - **Track**: Existing/Modernized Track, New Track, New Segment
  - **Station Type**: Curve Modification, New, Expanded, Existing, Systems Upgrade
  - **Projects**: Chokepoint Relief, Bridge Replacement, Seaport, Milepost

**Note**: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Baltimore Penn Station to Philadelphia 30th Street Station: Four- to six-track railroad (continued)

Infrastructure Elements:

- Mileposts
  - Stations
    - 220
      - Chester Baldwin Eddystone
    - 225
      - Multiple Stations: Ridley Park, Prospect Park, Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park, Darby
    - 230
      - Philadelphia International Airport
    - 235
      - Philadelphia 30th Street
    - 240
      - Chokepoint Relief: Philadelphia 30th Street-Penn Interlocking

New Segments: Philadelphia Segments – Baldwin, PA, to Philadelphia 30th Street Station; Philadelphia International Airport Station

Systems Upgrade: Edgemoor, DE, to Baldwin, PA

Service and Performance Objectives:

- Frequency
  - Target: 18 Passenger rail trains per peak in the peak direction
  - 10 Intercity trains per peak hour in the peak direction

- New Connections on NEC
  - Intercity and Regional rail – expanded access to metropolitan areas (represented by Baldwin Station)
  - Intercity – expanded access to metropolitan areas (represented by Philadelphia International Airport Station)

- Conflict-free Operations

- Integrated Rail Network
  - Cross-platform transfers to support pulse-hub operations at Philadelphia 30th Street Station for NEC and Keystone Corridor services
  - Support enhanced Keystone Corridor service – 24 daily trains Harrisburg, PA, to PSNY

- Freight
  - Protect freight access to the Port of Philadelphia

Legend:

- Track
  - Existing/Modernized Track
  - New Track
  - New Segment

- Station Type
  - Curve Modification
  - Systems Upgrade
  - New
  - Modified
  - Expanded
  - Existing

- Projects
  - Chokepoint Relief
  - Bridge Replacement
  - Milepost

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Philadelphia 30th Street Station to Trenton, NJ: Four- to six-track railroad

Infrastructure Elements:

Service and Performance Objectives:

- **Frequency**
  - **Target**: Screenline: Philadelphia (north of Philadelphia 30th Street Station):
    - 18 Passenger rail trains per peak hour in the peak direction
    - 10 Intercity trains per peak hour in both directions

New Connections on NEC:

- **Conflict-free Operations**: High-speed express tracks from north of Philadelphia 30th Street Station to Bridesburg, PA
- **Eliminate speed restrictions and chokepoints at Trenton Station for stopping and non-stop passenger rail trains and Regional rail yard**
- **Schedule coordination for Regional rail and Intercity service at Trenton, NJ, Cornwells Heights and North Philadelphia, PA stations**

Integrated Rail Network:

Freight:

Legend:

- **Track**
  - Existing/Modernized Track
  - New Track
  - New Segment
- **Station Type**
  - Curve Modification
  - Systems Upgrade
  - New
  - Modified
  - Expanded
  - Existing
- **Projects**
  - Chokepoint Relief
  - Seaport
  - Bridge Replacement
  - Milepost

FRA Record of Decision: Selected Alternative Schematic

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Trenton, NJ, to Penn Station New York: Four- to six-track railroad
Infrastructure Elements:

Mileposts

Stations

Systems Upgrade:
Bridesburg, PA, to Trenton, NJ

Systems Upgrade:
North Brunswick, NJ, to Secaucus, NJ

Service and Performance Objectives:

Frequency
Target

New Connections
on NEC

Conflict-free
Operations

Integrated Rail
Network

Freight

Legend:

Track
Existing/Modernized Track
New Track
New Segment

Station Type
Curve Modification
Systems Upgrade
New
Expanded
Existing

Projects
Chokepoint Relief
Bridge Replacement
Seaport
Milepost

Intercity - expanded access to metropolitan areas (represented by North Brunswick in the Selected Alternative)
Expanded Intercity service at existing stations (represented by Metropark in the Selected Alternative)

FRA Record of Decision: Selected Alternative Schematic

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Trenton, NJ, to Penn Station New York: Four- to six-track railroad (continued)

Infrastructure Elements:

Mileposts

<table>
<thead>
<tr>
<th>Milepost</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>305</td>
<td>Linden</td>
</tr>
<tr>
<td>310</td>
<td>North Elizabeth</td>
</tr>
<tr>
<td>315</td>
<td>Newark Airport</td>
</tr>
<tr>
<td>320</td>
<td>Secaucus</td>
</tr>
<tr>
<td>325</td>
<td>Penn Station New York</td>
</tr>
</tbody>
</table>

New Segments:

- Secaucus/Bergen Loop; Secaucus, NJ, to Penn Station New York (Hudson Tunnel - Related Project)

Service and Performance Objectives:

Frequency

<table>
<thead>
<tr>
<th>Target</th>
<th>Screenline: Hudson River (trans-Hudson service between NJ and NY):</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10 Intercity trains per peak hour in both directions</td>
</tr>
<tr>
<td></td>
<td>No less than 42 Regional rail trains per peak hour in the peak direction</td>
</tr>
</tbody>
</table>

Target

New Connections on NEC

- Intercity - expanded access to metropolitan areas (represented by Secaucus in the Selected Alternative)

Conflict-free Operations

- Relieve capacity chokepoints and create separate express tracks between Newark, NJ, and PSNY

Integrated Rail Network

- One-seat ride west of Hudson River for select Regional rail services
- Multi-operator Regional rail run-through services at PSNY

Freight

- Protect freight access to the Port of Newark

Legend:

- **Track**
  - Existing/Modernized Track
  - New Track
  - New Segment
- **Station Type**
  - New
  - Modified
  - Expanded
  - Existing
- **Projects**
  - Chokepoint Relief
  - Bridge Replacement
  - Milepost

FRA Record of Decision: Selected Alternative Schematic

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Penn Station New York to New Rochelle, NY: Four- to six-track railroad

Infrastructure Elements:

Mileposts

Stations

320 Penn Station New York
325
330 Hunts Point
335 Morris Park
340 Parkchester/ Van Ness
345 Co-op City
350 New Rochelle

New Segment: East River Tracks in Tunnel
New Track: Hell Gate Line–Queens
Bridge Replacement: Pelham Bay (Related Project)
Chokepoint Relief: New Rochelle (Shell Junction) – grade separation

Systems Upgrade: Woodside, NY, to New Rochelle, NY
Curve Modifications: Bronx and Westchester Counties

Service and Performance Objectives:

Frequency Target

Screenline: East River (between Penn Station New York and Queens):
10 Intercity trains per peak hour in both directions

New Connections on NEC

Regional – Hunts Point, Parkchester/Van Ness, Co-op City
Intercity – expanded access to metropolitan areas
(represented by Morris Park)

Conflict-free Operations

Relieve capacity chokepoints and create separate express tracks from PSNY to New Rochelle
Grade separation to improve operations between Hell Gate and New Haven lines

Integrated Rail Network

Support enhanced Empire Corridor service – 22 daily trains Albany to PSNY
Support multi-operator Regional rail through-running services at Penn Station New York
Support “Transit-Style” Regional rail service from New York City to New Rochelle, NY

Freight

Protect freight access to the Port of New York and to points north along the NEC via Hell Gate Bridge

Legend:

Track

Existing/Modernized Track
New Track
New Segment

Station Type

Curve Modification
Systems Upgrade
New
Expanded
Modified
Existing

Projects

Chokepoint Relief
Bridge Replacement
Seaport
Milepost

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
New Rochelle, NY, to New Haven, CT: Four- to six-track railroad

Infrastructure Elements:

Mileposts

<table>
<thead>
<tr>
<th>Milepost</th>
<th>Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>340</td>
<td>New Rochelle, Mamaroneck, Rye, Portchester, Cos Cob, Old Greenwich, Noroton Heights, Rowayton, East Norwalk, Greens Farms, Fairfield Metro</td>
</tr>
<tr>
<td>345</td>
<td>New Segment: New Rochelle, NY, to Greens Farms, CT</td>
</tr>
<tr>
<td>350</td>
<td>Larchmont, Harrison, Cross-Westchester, Greenwich, Riverside, Stamford, Darien, South Norwalk, Westport, Southport, Fairfield</td>
</tr>
<tr>
<td>355</td>
<td>Screenline: New Rochelle (at New Rochelle Station), Intercity - expanded access to metropolitan areas (represented by Cross-Westchester station)</td>
</tr>
<tr>
<td>360</td>
<td>Bridge Replacement: Cos Cob (Related Project), Intercity - expanded service to metropolitan areas (represented by Stamford Station)</td>
</tr>
<tr>
<td>365</td>
<td>Bridge Replacement: Saugatuck River (Related Project)</td>
</tr>
<tr>
<td>370</td>
<td>Systems Upgrade: New Rochelle, NY, to Norwalk, CT</td>
</tr>
</tbody>
</table>

Service and Performance Objectives:

Frequency Target

Screenline: New Rochelle (at New Rochelle Station):
10 Intercity trains per peak hour in both directions

New Connections on NEC

Intercity – expanded access to metropolitan areas (represented by Cross-Westchester station)
Intercity – expanded service to metropolitan areas (represented by Stamford Station)
Intercity – expanded access to metropolitan areas (represented by Greens Farms Station)

Conflict-free Operations

High-speed express tracks from New Rochelle, NY, to Green Farms, CT

Integrated Rail Network

"Transit-Style" Regional rail service between New Rochelle, NY, and New Haven, CT

Legend:

Track

- Existing/Modernized Track
- New Track
- New Segment

Station Type

- New
- Modified
- Expanded
- Existing

Projects

- Chokepoint Relief
- Bridge Replacement
- Seaport
- Milepost

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
New Rochelle, NY, to New Haven, CT: Four- to six-track railroad (continued)

Infrastructure Elements:

Mileposts

Stations

(continued)
New Haven, CT, to Providence, RI: Two-track railroad

**Infrastructure Elements:**

- **Mileposts:** 395, 400, 405, 410, 415, 420, 425, 430, 435

- **Stations:** New Haven, Branford, Guilford, Madison, Clinton, Westbrook, Old Saybrook

- **Screenline:** New Haven (north/east of New Haven Station): 6-8 Intercity trains per peak hour in the peak direction

**Service and Performance Objectives:**

- **Frequency**
  - **Target:** 6-8 Intercity trains per peak hour in the peak direction

- **Conflict-free Operations**

- **Integrated Rail Network**

- **Freight**

- **Legend:**
  - **Track**
    - Existing/Modernized Track
    - New Track
    - New Segment
  - **Station Type**
    - New
    - Modified
    - Expanded
    - Existing
  - **Projects**
    - Chokepoint Relief
    - Bridge Replacement
    - Seaport
    - Milepost

**Note:** This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (e.g., curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
New Haven, CT, to Providence, RI: Two-track railroad (continued)

Service and Performance Objectives:

- **Frequency**
- **Target**

New Connections on NEC

- **Conflict-free Operations**

Integrated Rail Network

Freight

Legend:

- **Track**
  - Existing/Modernized Track
  - New Track
  - New Segment

- **Station Type**
  - Curve Modification
  - Systems Upgrade
  - New
  - Modified
  - Expanded
  - Existing

- **Projects**
  - Chokepoint Relief
  - Bridge Replacement
  - Seaport
  - Milepost

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
New Haven, CT, to Providence, RI: Two-track railroad (continued)

Infrastructure Elements:

Service and Performance Objectives:

Frequency
Target

New Connections on NEC

Conflict-free Operations

Integrated Rail Network

Freight

Legend:

Track
- Existing/Modernized Track
- New Track
- New Segment

Station Type
- New
- Expanded
- Existing
- Modified
- Systems Upgrade

Projects
- Chokepoint Relief
- Bridge Replacement
- Seaport
- Milepost

The FRA commits to working with Connecticut and Rhode Island to identify, in coordination with Massachusetts and other stakeholders as appropriate, on- and off-corridor infrastructure to expand railroad capacity between New Haven, CT, and Providence, RI, as part of the New Haven to Providence Capacity Planning Study.

Coordinate with the Rhode Island Department of Transportation and Amtrak on further study of improvements at T.F. Green Airport Train and Intermodal Station.

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
New Haven, CT, to Providence, RI: Two-track railroad (continued)

Service and Performance Objectives:

Frequency
Target

New Connections on NEC
Conflict-free Operations
Integrated Rail Network
Freight

Legend:
Track
Existing/Modernized Track
New
New Track
New Segment

Station Type
New
Modified
Expanded
Existing

Projects
Chokepoint Relief
Bridge Replacement
Seaport
Milepost

Modernize systems and infrastructure to achieve state of good repair between New Haven, CT, and Providence, RI

The FRA commits to working with Connecticut and Rhode Island to identify, in coordination with Massachusetts and other stakeholders as appropriate, on- and off-corridor infrastructure to expand railroad capacity between New Haven, CT, and Providence, RI, as part of the New Haven to Providence Capacity Planning Study.
Providence, RI, to Boston, MA: Two- to four-track railroad

Service and Performance Objectives:

Frequency
Target

New Connections on NEC
Regional rail station at Pawtucket (east of Providence)

Conflict-free Operations

Integrated Rail Network

Freight

Legend:

Track
- Existing/Modernized Track
- New Track
- New Segment

Station Type
- Curve Modification
- Systems Upgrade
- New
- Modified
- Expanded
- Existing

Projects
- Chokepoint Relieff
- Seaport
- Bridge Replacement
- Milepost

Coordinate with New Haven to Providence Capacity Planning Study

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.
Providence, RI, to Boston, MA: Two- to four-track railroad (continued)

Infrastructure Elements:

Mileposts

Stations

Service and Performance Objectives:

Frequency

Target

New Connections

on NEC

Conflict-free

Operations

Integrated Rail

Network

Freight

Legend:

Track

Station Type

Projects

Note: This schematic includes infrastructure elements defined for the Selected Alternative and is not intended to be inclusive of all minor or programmatic improvements (i.e. curve adjustment, track realignment, catenary replacement, etc.) necessary to meet the service and performance objectives and for the safe and reliable operation of the NEC.