

**CRISI and RRIF  
NEPA  
Description of Total Project**

The project to be funded by a CRISI grant and a RRIF loan is the Colebrookdale Railroad Infrastructure, Safety, and Capacity Upgrade. The project is comprised of the right-of-way upgrade consisting of the removal of existing rail, ties, ballast, turnouts, and related track material and the installation of new rail, ties, ballast, turnouts, and related track material; cleaning, re-trenching and reconstruction of existing drainage facilities; upgrades to the Pottstown and Boyertown sidings; construction of Phase II of the Boyertown transload facility; construction of the Route 100 transload facility; construction of a station/welcome center; construction of the Glasgow siding; repairs to bridges at MP0.08, MP1.30, MP3.54, MP4.69, MP5.04, and MP6.98; replacement of bridges at MP3.74 and MP4.21; and replacement of the arch at bridge MP3.48. The following provides further detail on the individual work items.

- I. Upgrade to Bridges—Installation of graduated tie system on all bridge approaches. Access for the work can be gained from bridge, street or road. No removal of vegetation, grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station, Boyertown Transload Facility, or Boyertown Rail Yard. Refer to enclosed maps 1 through 19 for location of all bridges.
  - a. Bridge at MP0.08 (High Street) – Minor repairs to repair damaged steel, replacement of track and bridge timbers, installation of new walkway on side of bridge, and minor concrete coping repair. Access for the work can be gained from bridge or street. No removal of vegetation, grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station. Any steel removed will be recycled. Refer to enclosed Map 1 for location.
  - b. Bridge at MP1.3 (Glasgow) - Repoint all stone masonry, reset wing wall coping stones, and replace timber bearing blocks. Access for the work can be gained from bridge or street. No grading or ground disturbance will be necessary. There will be minor clearing of vegetation from around bridge. Staging area for equipment will be at the Pottstown Station. Refer to enclosed Map 3 for location.
  - c. Bridge at MP3.48 (Pine Forge) – Replace waterproofing over each stone arch, replace steel beams over each arch, repoint stone masonry, replace timber tie deck, and replace walkway and hand railing. Any steel removed will be recycled. Excavated material will be disposed of at an approved site. No removal of vegetation will be necessary. No grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station. Any steel removed will be recycled. Access for the work can be gained from bridge, track or road. Refer to enclosed Map 8 or location.
  - d. Bridge at MP3.54 – Repair spalled concrete bearing areas, report stone masonry, reconstruct stormwater channel way beneath bridge, and install debris catch across uphill side of underpass. Minor clearing of vegetation from around the

bridge. No grading or ground disturbance will be necessary. Access for the work can be gained from the bridge, track, or roadway. Staging area for equipment will be at the Pottstown Station. Refer to enclosed Map 8 for location.

- e. Bridge at MP3.74 – Replacement of entire 16 span 144’ long timber trestle with two or three-span steel trestle with an appearance of wood. Work will require removal of the timber trestle in the creek as well as construction of one or more piers in the creek. Work will require diversion of the creek for construction. Access for the work can be gained from bridge or road. No removal of vegetation, grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station. Excavation will be required for pier and abutment placement. Any excess material will go to an approved site. Refer to enclosed Map 8 for location.
  - f. Bridge at MP4.21 – Replacement of 115’ long 12 span timber trestle with a three-span steel trestle with an appearance of wood. Access for the work can be gained from the road. No removal of vegetation will be necessary. Approximately 0.1 acres of grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station. Excavated concrete, timber, and soil material will be disposed of at an approved site. Refer to enclosed Map 9 for location.
  - g. Bridge at MP4.68 – Install and anchor new reinforcement bars to repair collapsed ceiling and repair deteriorated concrete areas with Gunitite. No removal of vegetation, grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station. Refer to enclosed Map 10 for location.
  - h. Bridge at MP5.04 – Replace timber tie deck, repoint stone masonry, and stabilize stone retaining walls along road. Access for the work can be gained from road. No removal of vegetation, grading or ground disturbance will be necessary. Staging area for equipment will be at the Pottstown Station. Any excess material will be disposed of at an approved site. Refer to enclosed Map 11 for location.
  - i. Bridge at MP6.98 – Repair concrete abutments and wing walls, replace bent stiffeners, and install Gunitite for the concrete surfaces. Access for the work can be gained from the road. No removal of vegetation, grading or ground disturbance will be necessary. Staging area for equipment will be at the Boyertown Transload Facility or the Boyertown Rail Yard. Any excess material will be disposed of at an approved site. Refer to enclosed Map 14 for location.
- II. Ditching Program. Work will involve re-defining drainage areas with some potential widening of drainage areas. All work is within the existing railroad right-of-way with approx. 4.9 acres grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Any excess material will be deposited at an approved site. Refer to enclosed Maps 1 through 19 for location.

- III. Rail: All existing rail will be removed and new 130# rail will be installed. All work is within the existing railroad right-of-way with approx. 10.5 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Any excess material will be deposited of at an approved site. Refer to enclosed Maps 1 thorough 19 for location.
- IV. Ties: All existing ties will be removed and replaced with new ties. All work is within the existing railroad right-of-way with approx. 10.5 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Any excess material will be deposited of at an approved site. Refer to enclosed Maps 1 thorough 19 for location.
- V. Ballast and Surfacing: Replacement of ballast and leveling of track. All work is within the existing railroad right-of-way with approx. 10.5 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Any excess material will be deposited of at an approved site. Refer to enclosed Maps 1 thorough 19 for location.
- VI. Other Track Materials: Replacement of rail plates, joint bars, rail anchors, spikes, bolts, nuts, washers, and any other materials not included in the ties, ballast, and rail items. All work is within the existing railroad right-of-way with approx. 10.5 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Steel will be recycled. Any excess material will be deposited of at an approved site. Refer to enclosed Maps 1 thorough 19 for location.
- VII. Main Line Turnout Replacement. All existing turnouts will be removed and replaced with new turnouts. All work is within the existing railroad right-of-way and in previously disturbed areas. No grading or ground disturbance is necessary. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Refer to enclosed Maps 1 thorough 19 for location.
- VIII. Pine Forge Siding Reconstruction. Removal of existing materials and installation of new ballast, ties, and rails. All work is within the existing railroad right-of-way with

approx. 0.4 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Pottstown Station, the Boyertown Transload Facility, or the Boyertown Rail Yard. Excess material will be deposited of at an approved site. Refer to enclosed Maps 7 & 8 of 19 for location.

- IX. Pottstown Siding Upgrade. Removal of existing materials and installation of new ballast, ties, and rails. All work is within the existing railroad right-of-way with approx. 0.4 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging area for equipment will be at the Pottstown Station. Excess material will be deposited of at an approved site. Refer to enclosed Map 1 for location.
- X. Boyertown Siding Upgrade. Removal of existing materials and installation of new ballast, ties, and rail. All work is within the existing railroad right-of-way with approx. 0.4 acres of grading and ground disturbance in previously disturbed areas. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging areas for equipment will be at the Boyertown Transload Facility or the Boyertown Rail Yard. Any excess material will be deposited of at an approved site.
- XI. New Glasgow Siding. Installation of rail, ballast, and turnouts. All work is within the existing railroad right-of-way. Approximately 0.4 acres of grading and ground disturbance is necessary. Removal of vegetation will be necessary. Access for the work can be gained by using track equipment. Staging area for equipment will be at the Pottstown Station. Any excess material will be deposited of at an approved site. Refer to enclosed Maps 2 & 3 for location.
- XII. Boyertown Transload Phase II. Installation of 2 additional sidings consisting of rail, ballast, and turnouts in existing transload facility. All work is within property owned by the Authority and within the existing railroad right-of-way with approx. 1.2 acres of grading in previously disturbed area. Access for the work can be gained by using track equipment. No removal of vegetation will be necessary. Staging area for equipment will be at the site. Any excess material will be deposited of at an approved site. Refer to enclosed Map 16 for location.
- XIII. Route 100 Transload. Construction of new facility with installation of rail, ballast, turnouts, fencing, scale, small yard building, and installation of 2 at-grade road crossings. All work will be within property owned by the Authority or property to be acquired by the Authority. Approximately 10 acres of grading and ground disturbance will be necessary. Minor clearing and vegetation removal will be necessary. Staging area for equipment will be at the site. Any excess material will

be deposited of at an approved site. Refer to enclosed map entitled "Route 100 Transload" for location.

- XIV. Station. Construction of a 4,500 square foot building. All work is within the existing railroad right-of-way and in previously disturbed areas. No grading is necessary. No removal of vegetation will be necessary. The only ground disturbance will be for construction of the footers. Staging area for equipment will be at the Boyertown Rail Yard. Refer to enclosed drawing entitled "RR Plaza" for location.