Yacovone, Krista

From: Gorin, Jonathan
Sent: Thursday, July 24, 2014 10:08 AM
To: John M. Hoffman
Cc: Cardiello, Frank
Subject: FW: Sound Shore LIne, LInden, NJ
Attachments: 072314 M EPA r Sound Shore Line.doc; Map A.PDF; Map B.PDF; Map C.PDF; RR Construct Cross Section.pdf

Hey John, Mr Klempner wants to replace the tracks that go over the South Branch Creek (i.e., where Praxair currently has their gas line). Apparently they will be used to run trains hauling municipal waste from NYC.

As you can imagine, I think they should simply wait until the cap's in place. I also told them that whoever designs the cap might be willing to include features that would make the track bedding more suitable for their project (as long as they pay for those improvements). They didn't think they could wait for 5 or 6 years, so I offered to look at what they're proposing.

I figured you may wish to see it as well.

Jon

From: Ronald Klempner [mailto:rklempner@verizon.net]
Sent: Thursday, July 24, 2014 10:00 AM
To: Gorin, Jonathan
Cc: 'Norman Steisel'
Subject: Sound Shore LIne, LInden, NJ

Jon,
Attached is a description of our plans to rehabilitate the Sound Shore Line at Tremley Point, Linden, NJ, which we discussed at our meeting yesterday. I look forward to proceeding to discuss these plans with you and John Hoffman of Ashland.
Ron Klempner
Jersey Marine Rail, LLC
(201) 840-0766

Overview

Jersey Marine Rail, LLC (JMR) is planning to develop a marine-to-rail iintermodal container transloading operation at the tip of Tremley Point at the confluence of the Arthur Kill and Rahway River (See Map A Attached). The transloading operation (the "Facility") will primarily receive sealed containers from the Department of Sanitation of NYC (DSNY) as part of its marine-to-rail waste export plan.

As part of this operation, Conrail will assign its Right of Way (ROW) on the Sound Shore Line between the "Y" intersection, where the Sound Shore Line meets the 3rd Industrial Track, north to Morse's Creek. JMR will rehabilitate this section of track and add/reinstall a second track in the ROW (Sound Shore Spur). (See Map B Attached).

JMR will use the Sound Shore Spur to assemble and disassemble trains of cars to be picked up and dropped off by Conrail. Initially, the Sound Shore Spur will serve the Facility, and eventually serve other proposed rail customers within Tremley Point.

Improvements

Within the Sound Shore Spur JMR will be performing the following improvements (See Map C Attached):

- Reconstruct the switch at the "Y" at the junction of the Sound Shore Spur and the 3rd Industrial Track;
- Reconstruct one track from the "Y" to Morse's Creek;
- Reinstall/add a second track from just north of the south end of the 'straight away" on the Sound Shore Spur to Morse's Creek;
- Add two siding switches between the two tracks--one at the south end of the straight away; and the other at the north end of the two tracks;
- Cause the Praxair Pipeline to be temporarily moved to the north or south of the two tracks but remaining above ground within the Sound Shore ROW.

Type of Improvements:

- Construction will be on-grade buuilding on top of the existing ground without disturbance or removal of existing soils;
- On top of the existing ground will be a "Subgrade"; on top of the "Subgrade" will be stone "Sub-Ballast" and "Ballast"; on top of the "Ballast" will be the "Sleepers" and "Rails" (See Typical Cross Sections Attached);
- Praxair's existing temporary Pipeline will be moved on the existing concrete piers to the side of the tracks within the ROW;
- The crossing of the drainage creek will be accomplished using a 20-30' span resting on concrete spreader pads located on top of the existing ground on each side of the drainage creek.

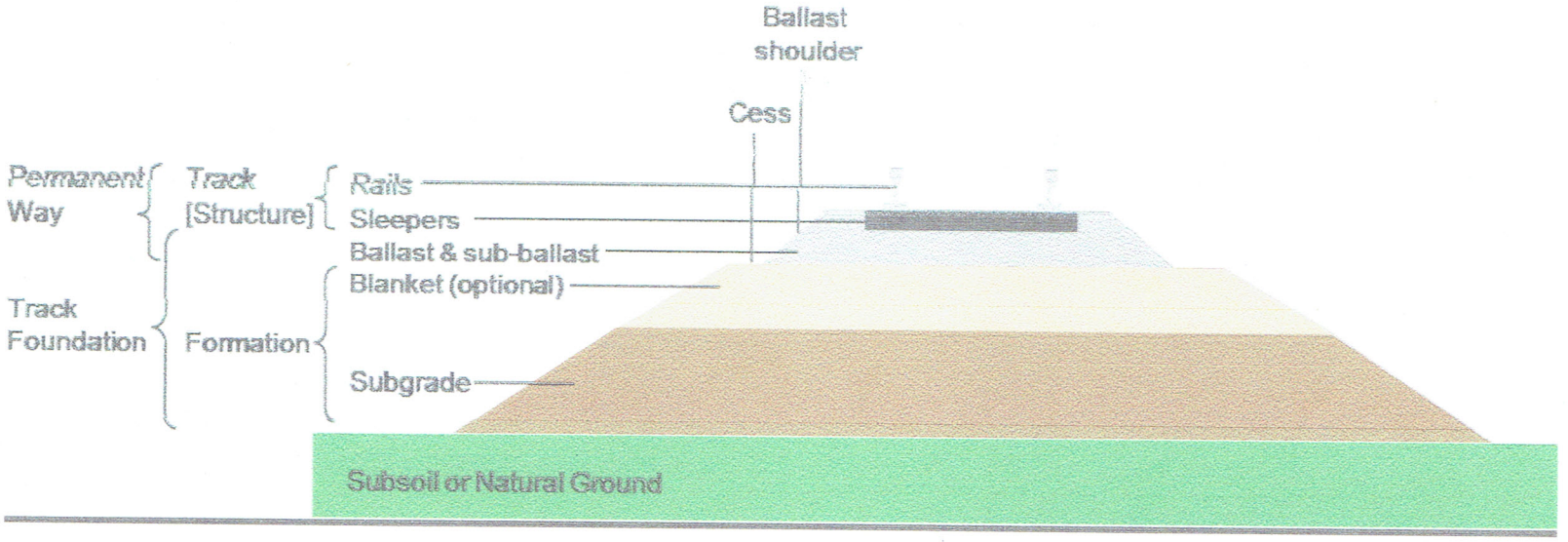
Timing of Improvements:

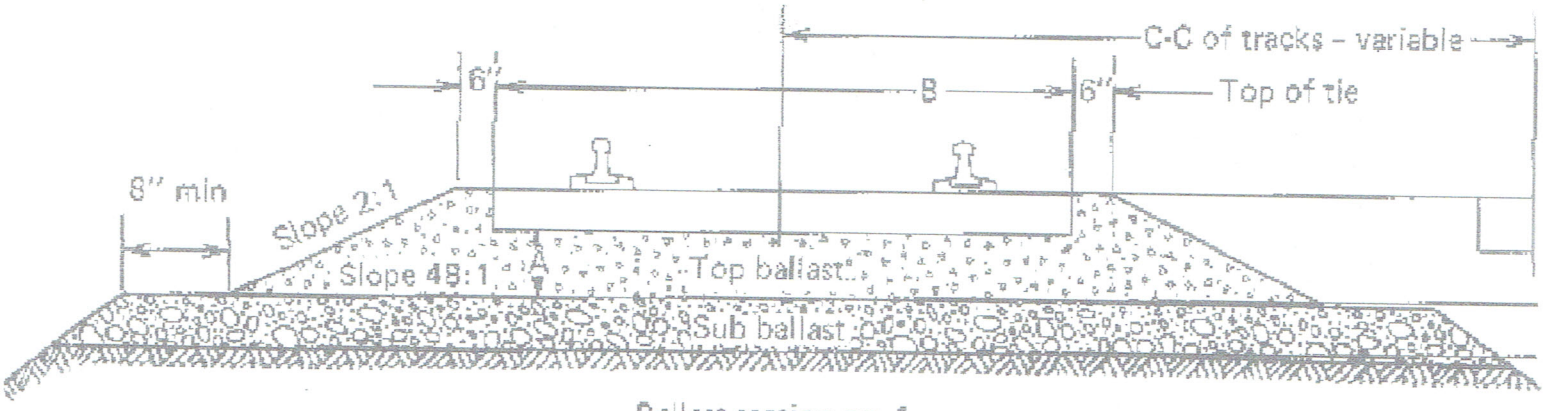
JMR will commence the Sound Shore Spur improvements within the next 12-18 months.

When the PRP's at the LCP Superfund Site are ready to commence installation of the remediation work (i.e. the CAP) affecting the Sound Shore Spur, JMR, at its cost, will remove the aforesaid improvements,

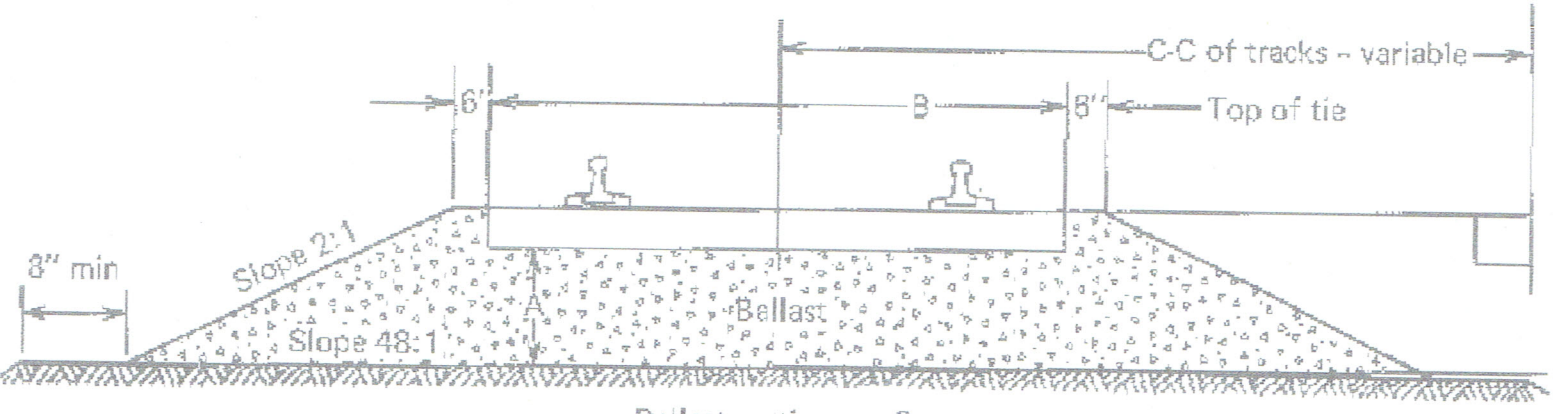
and discontinue operations on the Sound Shore Spur--relying on temporary alternative service arrangements with Conrail during this period.

JMR, at its costs, will reinstall the improvements on the Sound Shore Spur when the remediation work has been completed.


Ballast shoulder
Cess
Permanent Way
Track [Structure]
Rails
Sleepers
Ballast & sub-ballast
Track Foundation
Formation
Blanket (optional)
Subgrade
Subsoil or Natural Ground



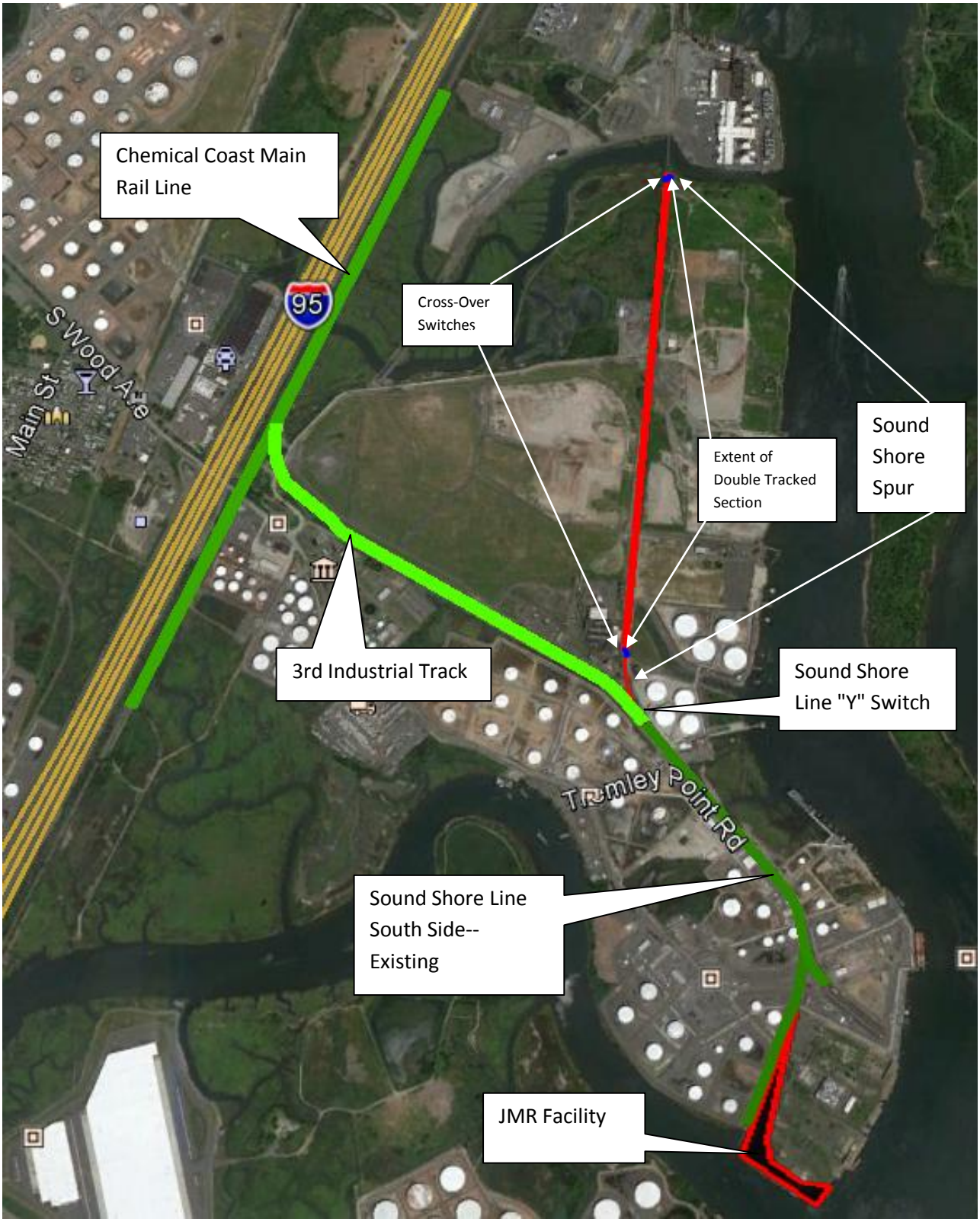
Ballast section no. 1

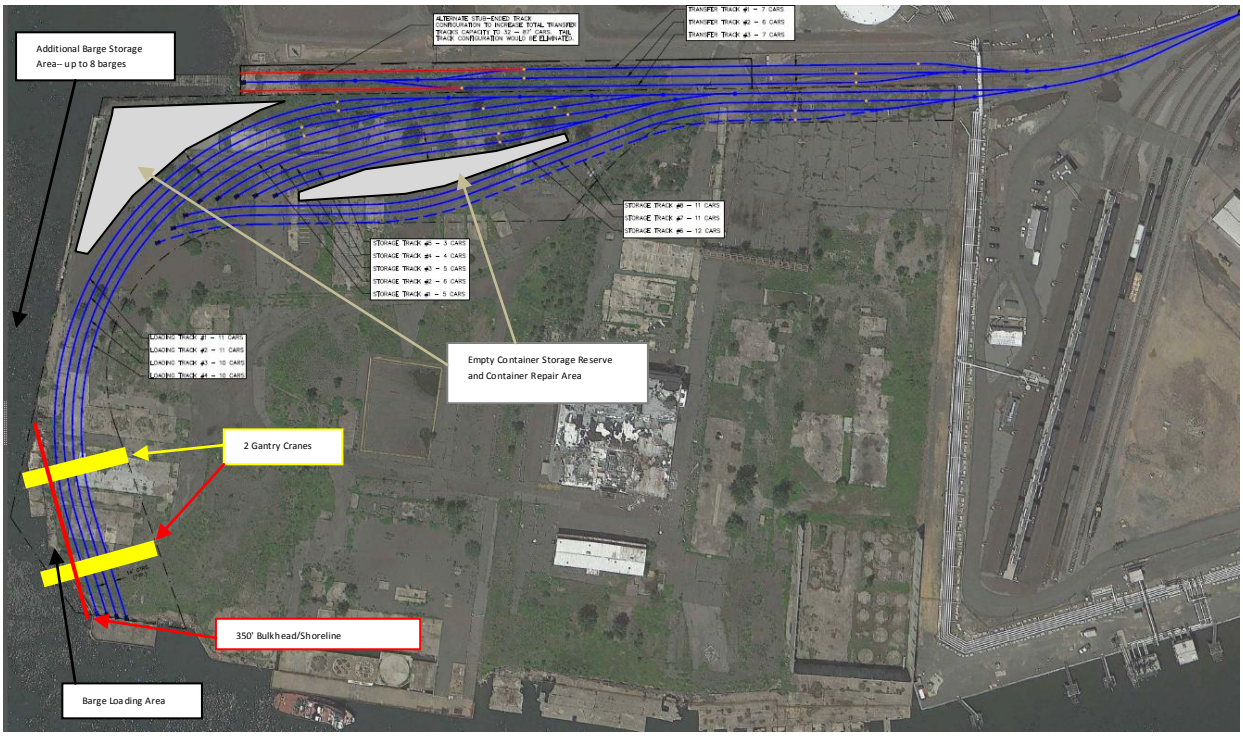


Ballast section no. 2

Area ballast sections, single and multiple track, tangent

Notes:


Chemical Coast Main Rail Line
Cross-Over Switches
Extent of Double Tracked Section
Sound Shore Spur
3rd Industrial Track
Sound Shore Line "Y" Switch
Sound Shore Line South Side-- Existing
JMR Facility
95
S Wood Ave
Main St
Tremley Point Rd


Additional Barge Storage Area– up to 8 barges
ALTERNATE (SHORTENED) TRACK CONFIGURATION TO INCREASE TOTAL TRANSFER TRACKS CAPACITY TO 32 – 87 CARS. THE TRACK CONFIGURATION WOULD BE ELIMINATED
TRANSFER TRACK #1 – 7 CARS
TRANSFER TRACK #2 – 6 CARS
TRANSFER TRACK #3 – 7 CARS
STORAGE TRACK #8 – 11 CARS
STORAGE TRACK #7 – 11 CARS
STORAGE TRACK #6 – 12 CARS
STORAGE TRACK #5 – 3 CARS
STORAGE TRACK #4 – 4 CARS
STORAGE TRACK #3 – 5 CARS
STORAGE TRACK #2 – 6 CARS
STORAGE TRACK #1 – 5 CARS
LOADING TRACK #1 – 11 CARS
LOADING TRACK #2 – 11 CARS
LOADING TRACK #3 – 10 CARS
LOADING TRACK #4 – 10 CARS
Empty Container Storage Reserve and Container Repair Area
2 Gantry Cranes
350' Bulkhead/Shoreline
Barge Loading Area

Double Track
Drainage/Creek Crossing
South Cross-Over Switch
Single Track
Switch at "Y"
10'
17'
10
5'
10'
6'
0.5'
0.5'
EXTEND EXISTING OUTLE
NORTHERN OFFSITE DITC
DOWNSTREAM SECTION
BRANCH CREEK.
VALERO
CORP.