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County of Sussex _____

Lackawanna Cut-Off Minimal Operable Segment (MOS) Passenger Rail Project Updated: July 15, 2016

Project:

Restoration of Commuter Rail Service on the Lackawanna Cut-Off Rail Line from Port Morris, NJ to Andover, NJ

Counties: Sussex and Morris

Municipalities: Stanhope Borough; Hopatcong Borough; Byram Township; Andover Township;
Andover Borough and Green Township

Project Sponsor: NJ TRANSIT - **Project TIP ID/DBNUM:** T535 - **Miles:** 7.3

Project Description:

The Minimal Operable Segment (MOS) of the Lackawanna Cut-Off involves the restoration of commuter rail service from Port Morris, NJ to Andover, NJ. The MOS is considered a 1st Phase of the Project.



Project Milestones:

- The State of New Jersey completed the purchase of the Lackawanna Cut-Off Rail ROW in May 2001
- The FTA required NJ Transit to do a Supplemental E/A for environmental issues. The FTA issued a revised FONSI for the 133-mile corridor from Hoboken, NJ to Scranton, PA on October 2, 2009.
- NJ Transit's Board of Directors authorized work for Conceptual Design of the MOS in 2009.

Project Tasks and Schedule:

- ✓ February 2011 – NJT begins ROW Restoration and tree removal from Port Morris to CR 605 - *Complete*
- ✓ November 2012 – NJT begins Track Bed Restoration, new Ballast and Re-lay new rail to CR 605 - *Complete*
 - **June 2013 - NJT to acquire necessary permits from NJDEP to complete construction to Andover Station. September and December 2013 NJT met with NJDEP to review status of required permits.**
- ✓ June 2013 NJT submits Application to FTA for 25 million for additional work on Roseville Tunnel – *Complete*
- ✓ June 2014 – NJT Begins Design Work on Culvert Replacement Required for NJDEP Permits - *Complete*
 - **March 2015 – NJDEP issues necessary permits to NJ Transit to resume reconstruction of rail line**
- 2017 - Reconstruct rail and tunnel, construct new Andover Station on Roseville Road
- Late 2018 – Begin Commuter Rail service on the Lackawanna "Cut-Off" MOS

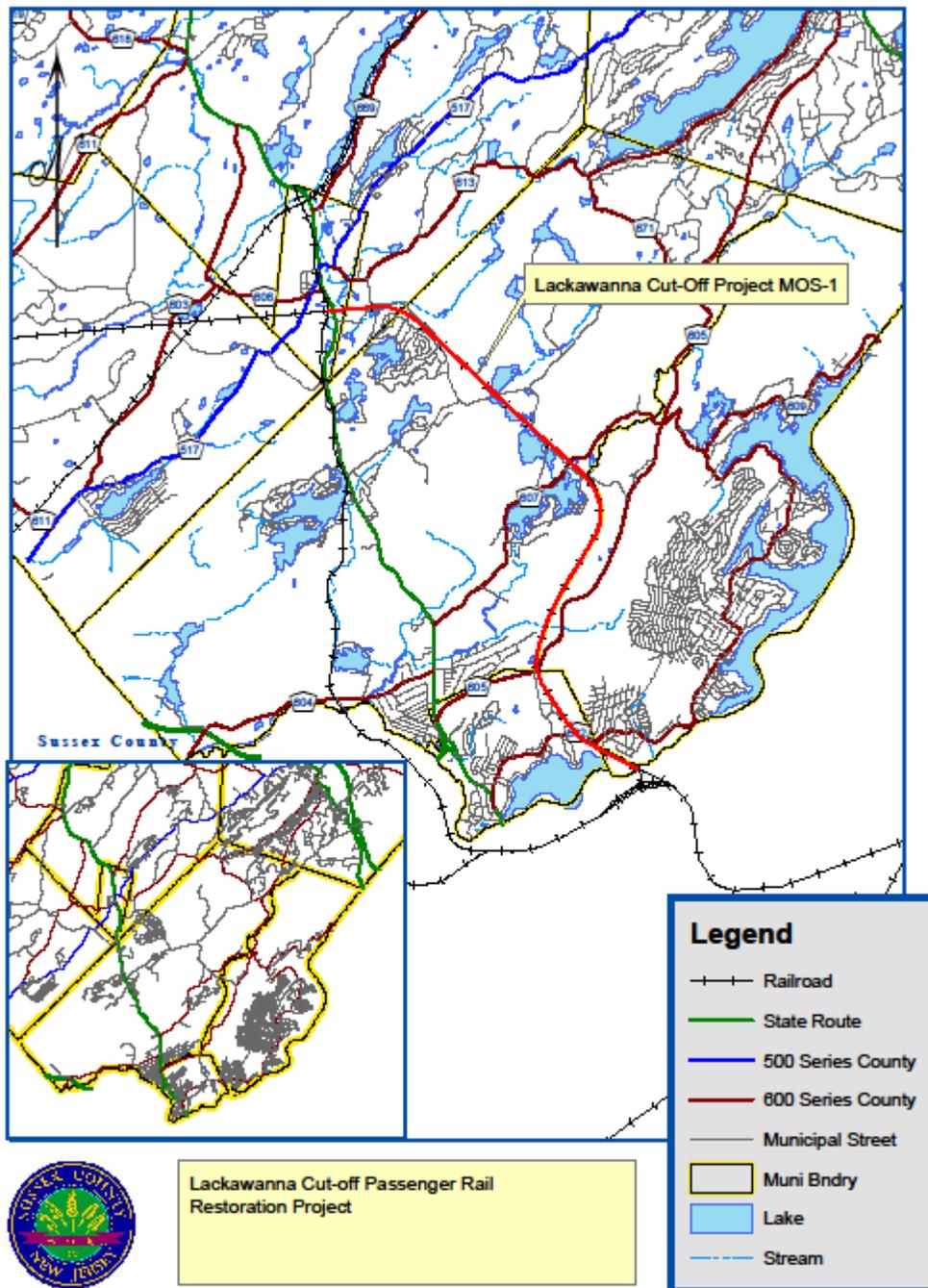
Project Cost:

Estimated Total Project Cost – \$ 61.6 million (Includes additional \$24.0 million for Roseville Tunnel Rehab.)

Contact Information: For more information about this project, please feel free to contact:

- Tom Drabic, Transportation Planner, Sussex County Division of Planning, (973) 579-0500

Location:



Lackawanna Cut-Off

Passenger Rail Restoration Project

Fact Sheet

The Lackawanna "Cut-Off", when it was built between 1908 and 1911, was considered an engineering marvel at the time of its construction by the Delaware, Lackawanna and Western Railroad (DL+W). With its deep cuts, tall fills and two large viaducts, it provided practically a straight route through the mountains of Northwest New Jersey. The Cut-Off was built by the Lackawanna Railroad of New Jersey, which was the wholly owned subsidiary of the DL+W created to build the Cut-Off. The Cut-Off was the last main line built in New Jersey. The purpose of the Cut-Off was to reduce the length, grade and curvature of a portion of the main line connecting New York City (Hoboken) with Buffalo, NY. With its completion on December 24, 1911, the route had been shortened by over 11 miles on the section between Port Morris, NJ and Slateford, PA. The grade along the Cut-Off was significantly reduced also.

Some Historical Facts of the Lackawanna Cut-Off include:

- The entire 28.5 mile line, along with all 73 of its structures – which included two major viaducts over the Paulinskill and Delaware Rivers, was built in about 3 1/2 years.
- There is less than 1% (0.55%) grade over the entire 28.5 mile length of the line
- There were 42 fewer curves on the new line compared to the old line it replaced
- Passenger train speeds were initially 70 miles per hour but were increased to 80 mph when heavier rail was installed
- The entire line was built at a cost of \$ 11 million dollars
- Originally, there were no grade crossings along the entire 28.5 mile length of the line
- The total rise and fall over the 28.5 mile length of the line is 11 feet
- A total of 14,000,000 cubic yards of hills and mountains were removed to create cuts
- 15,000,000 cubic yards of fill were required to create embankments – the largest fill (the Pequest Fill) totaled 6,625,000 cubic yards, is over 3 miles long and has a maximum height of 119 feet. It remains one of the largest man made embankments in the world and crosses US Route 206 at Andover.
- Over 5,000,000 pounds of dynamite were used in the construction of the project
- This project was the first extensive use of reinforced concrete in the history of railroad construction
- The Paulins Kill viaduct which is 1,100 feet long and 115 feet high over the Paulins Kill River, was, at the time of construction, the largest concrete bridge in the world.
- The Delaware River Bridge, which also runs over I-80, is 1,450 feet long and 64 feet above the river and connects Columbia, NJ and Slateford, PA.

Some Current Facts on the Lackawanna Cut-Off Project include:

- The First Phase of the Lackawanna Cut-Off Passenger Restoration Project – the Minimal Operable Segment (MOS) consists of a 7.3 mile corridor with rail line improvements from Port Morris, NJ to Andover, NJ. This will extend NJ Transit Rail service out to Andover from Hoboken, NJ, which is a distance of 52 miles. 45 miles of this line is currently served by existing NJ Transit trains on the Morris and Essex and the Montclair-Boonton rail lines.
- This new passenger rail service will provide a new modal choice for commuters in the I-80 Corridor in Northwest NJ that does not currently exist.
- Commuting by rail provides a much more efficient use of time getting to work with the ability to read, work on a laptop or some other electronic device, sleep, talk on a cell phone or just relax in general with much less stress
- Commuters on this line will be able to avoid the daily congestion on I-80 and other major highways in the region as well as the numerous incidents and accidents on I-80 and bad weather conditions
- When dual-mode locomotives (diesel west of Dover – electric east of Dover) are used on the Cut-Off, commuters will be able to enjoy a one-seat ride into Penn Station in Manhattan without the need to change trains in Dover or travel to Hoboken for another mode into Manhattan.
- In addition, commuters from Sussex County will be able to take the train to a number of stops along the line including: Morris Plains; Morristown; Convent Station; Madison; Summit; Newark and Montclair. These are areas many Sussex County commuters travel to.
- Having the option of commuting by rail from Sussex County will provide a significant Quality of Life enhancement for the County that will make the County a much more desirable place to live or move to.
- Numerous studies have shown that property values increase significantly when nearby housing has access to a rail station as well as an overall increase in real estate activity .