

### 8.4.3 NEW SEGMENT

Alternative 1 adds three new segments,<sup>29</sup> parallel to and outside of the existing NEC right-of-way. Two new segments are located south of New York City: a new tunnel near Baltimore Penn Station and a third and fourth tunnel under the Hudson River between New Jersey and New York. These new segments are listed below (with their approximate length in parentheses) and are also identified on the map in Figure 11:

- \* Baltimore Tunnel (~2 miles)
- \* Hudson River third and fourth tunnels and expanded Penn Station New York (~3 miles)
- \* Old Saybrook, CT-Kenyon, RI (~50 miles)

All of these are locations for new segments are where the railroad is capacity-constrained, where expanding capacity within the existing right-of-way is difficult or impractical, or, in the case of the Baltimore Great Circle Tunnel, where existing facilities require life-cycle replacement.

This alternative also includes one long parallel new segment in southeastern Connecticut, the Saybrook-Kenyon bypass. This new route, approximately 50 miles long, provides a more direct and faster route than the circuitous existing Shore Line, and it circumvents the existing movable bridges over navigable waterways connected to Long Island Sound, over which daily train movements are capped by current agreements and where approval for significant increases in future train traffic will be difficult to obtain. Operating Intercity-Express and Metropolitan service on this bypass route saves approximately 30 minutes of travel time compared with the existing Shore Line route and frees up capacity on the existing route for anticipated growth in Regional rail and freight service. A new station for Intercity-Express and/or Metropolitan services could be built on the bypass route in the New London-Mystic area. The existing stations serving the downtown areas of New London, Mystic and Westerly continue to be served by trains running on the existing Shore Line.

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<sup>29</sup> New segments contribute to the Representative Route of an alternative, as described in Section 8.1