

[illegible]

1.	Two rail bridges will carry a total of seven tracks, while the third bridge will allow maintenance vehicle access	3.	At the interface with the new Mason Mega Rail yard, a system of rail switches will allow flexible access from six arrival/departure tracks to the 18 working tracks.	6.	The RMGs will each span nine tracks for improved efficiency moving containers from trains to on-terminal jockey trucks.	9.	The new infrastructure will add 97,000 feet of new rail at Garden City Terminal, for a total of 179,000 feet. It will increase the number of working tracks from eight to 18.
2.	The rail bridges will connect on their southern end to the Chatham Intermodal Container Transfer Facility (now served by CSX). On the north end, tracks will extend west from the bridges along Pipemakers Canal to the Mason ICTF (now served by Norfolk Southern)	4.	The current Mason ICTF will be greatly expanded to accommodate both rail service providers.	7.	Truck chassis will be parked perpendicular to the rail lines, and RMG operators will rotate the containers as they are moving them to and from train and truck.	10.	The current Chatham Intermodal Container Transfer Facility will be transformed in use from working track to storage track.
		5.	To serve the expanded rail yard, the GPA is also ordering eight rail-mounted gantry cranes.	8.	A viaduct on Hwy. 25 will carry road traffic over Pipemakers Canal and the new rail lines.	11.	A portion of Norfolk Southern's foundation lead track will be relocated within Garden City Terminal, allowing for the removal of multiple at-grade rail crossings in residential Garden City.