

New Haven-Hartford-Springfield Rail Program



**Berlin Public Involvement
June 2013**

NHHS Rail Program Recap

➤ Program Goals:

- Enhanced regional rail service that accommodates both commuter and intercity travel
- Frequent service in the peak hours
- Seamless connections to Amtrak & Metro North
- Continued growth in local freight rail service

➤ Long Term Vision

- 25 Round Trip Trains
- Additional connections to Boston, and Montreal
- 30 minute, bi-directional, peak hour service

➤ Start-up Service – 2016

- 17 Round Trip Trains
- 45 minute frequency in the peak hour, hourly off-peak
- Shuttle service to Bradley Airport

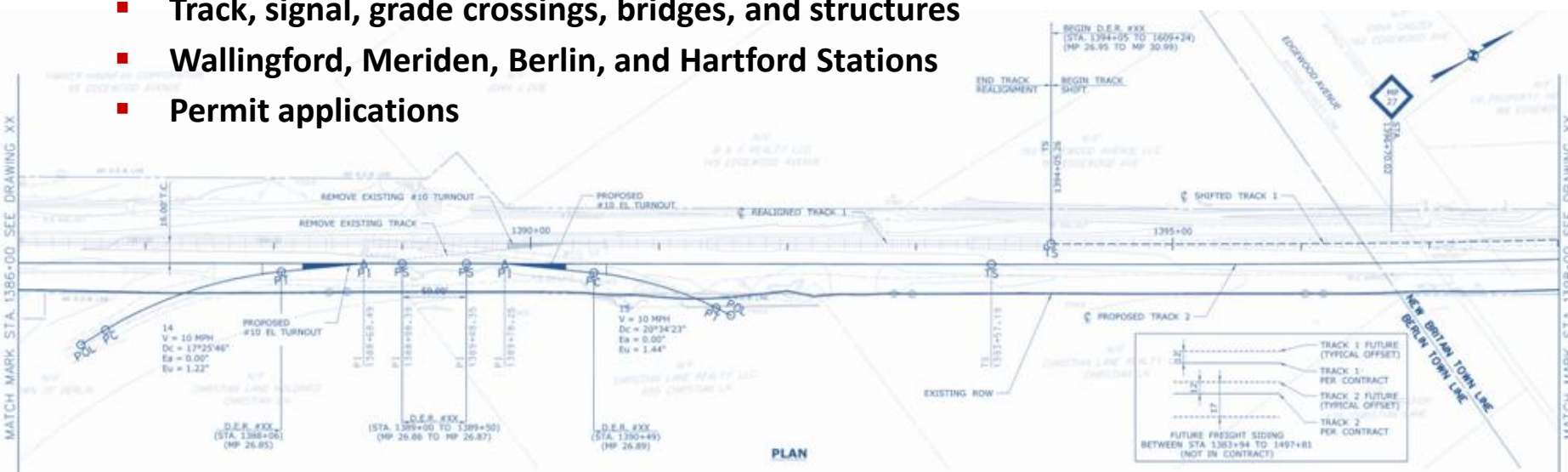


Regional Vision



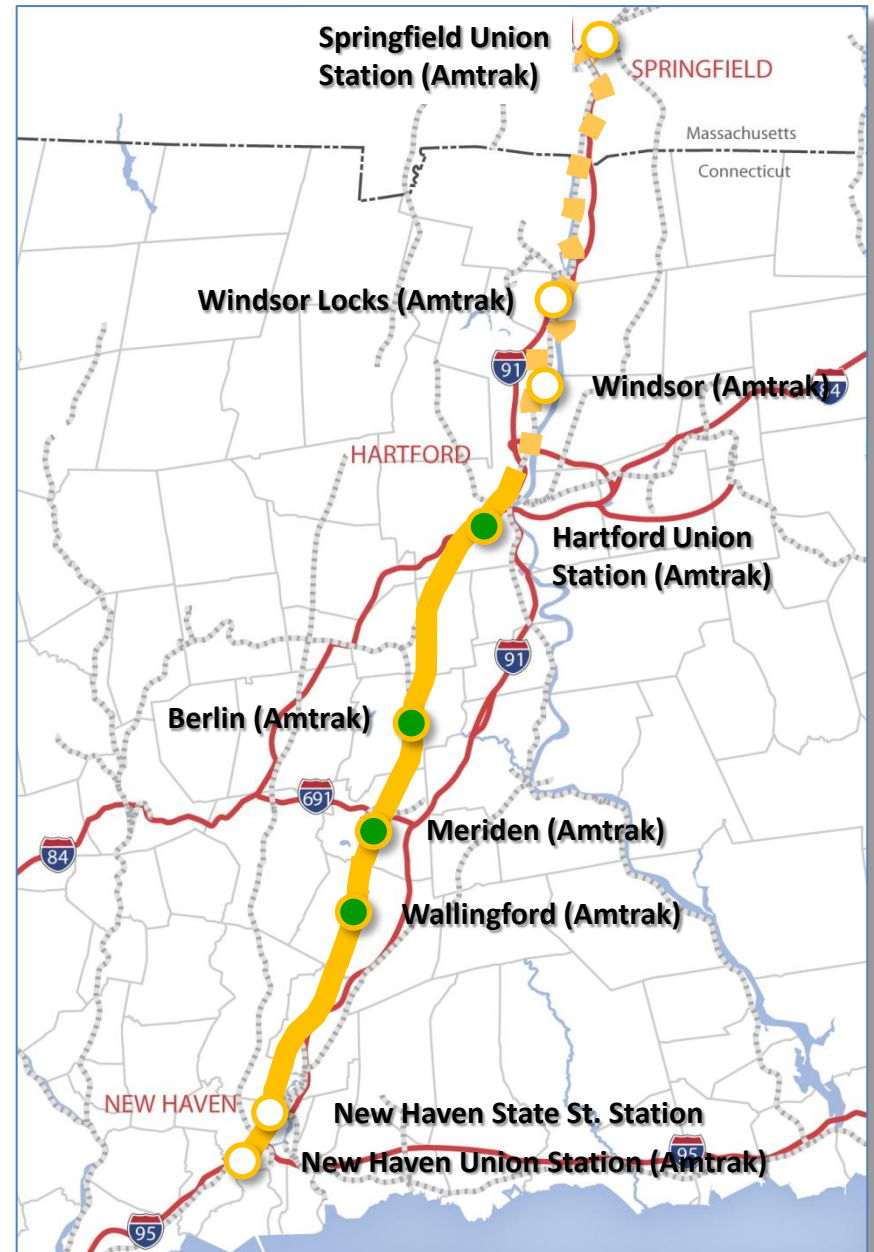
New Haven-Hartford-Springfield Railroad Design Status

- Phase 2 grant obligated in August – All funding for 2016 service in place
 - Phase 1: Meriden-Berlin: \$60 million total - \$40 million Federal - \$20 million State
 - Phase 2: New Haven-Hartford: \$263 million total - \$121 million Federal - \$142 million State
 - Phase 3A: Hartford-Windsor: \$43 million total - \$30 million Federal - \$13 million State
- Preliminary design complete on all 3 phases
- Final design in progress
 - Track, signal, grade crossings, bridges, and structures
 - Wallingford, Meriden, Berlin, and Hartford Stations
 - Permit applications



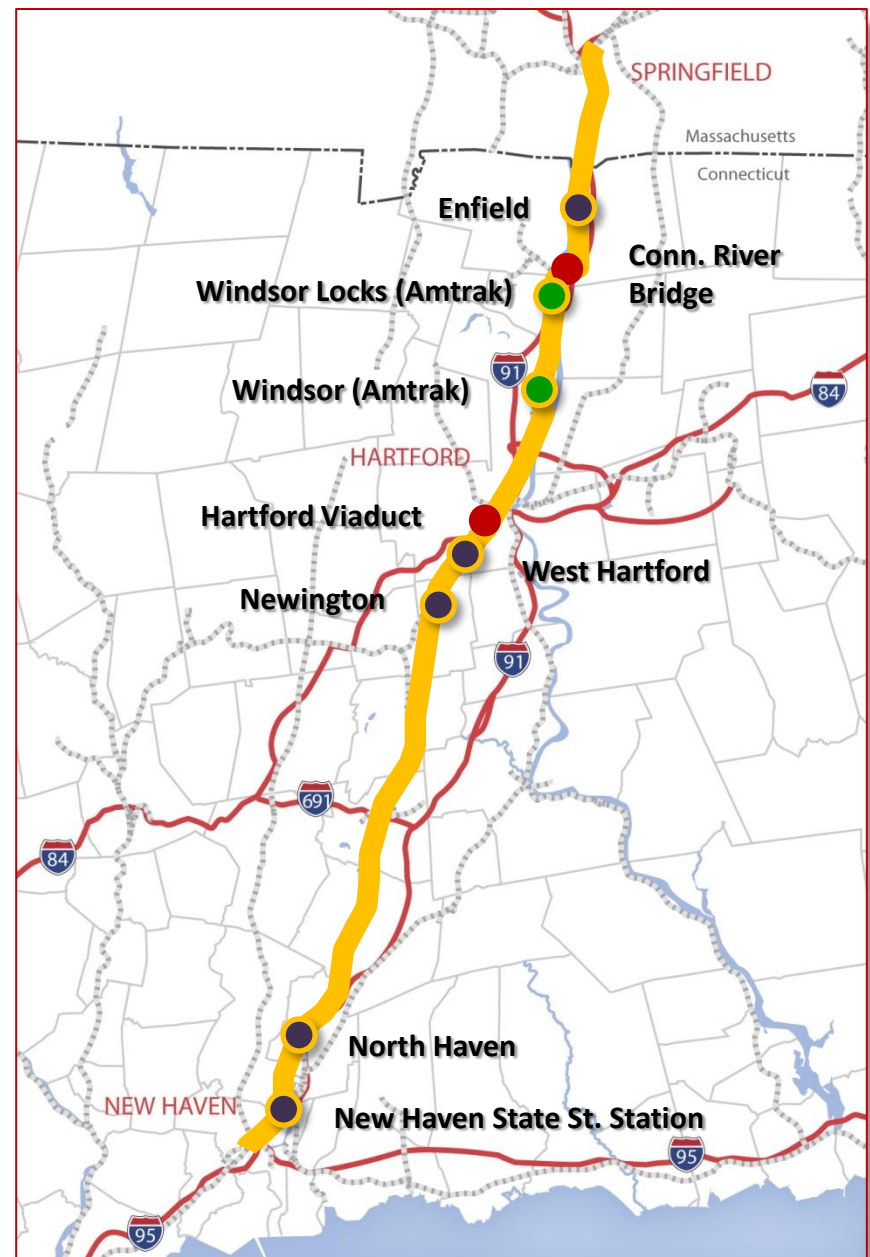
Funded Improvements 2016 Start-up

- **Phase 1: Meriden-Newington**
 - Adds 10.2 miles of second track between Meriden and Newington
- **Phase 2: New Haven-Hartford**
 - Adds all new track, signal, bridge and station infrastructure for additional service between New Haven and Hartford
- **Phase 3A: Hartford-Windsor**
 - Double track/sidings north of Hartford



Phasing NHHS Improvements

- **Phase 3B: Windsor-Springfield**
 - Complete double track/sidings to Springfield and construct the Windsor and Windsor Locks Stations
- **Phase 4: Regional Rail Upgrades**
 - Constructs four new NHHS stations (North Haven; Newington; West Hartford; Enfield) and adds a platform to the State St. Station
- **Phase 5: Ongoing State-of-Good-Repair Program**
 - Repair Hartford Viaduct and Connecticut River Bridge



2016 Program Scope: Modernizing The Stations

- **Purpose:** Enhance accessibility; speed boarding; stimulate local development
- **Scope**
 - High-level platforms on both sides of tracks; “up & over” access with elevators
 - Increased and enhanced parking
 - Public address, visual messaging, security, and automated ticketing



New Haven-Hartford-Springfield Railroad Transit Oriented Development

- **Multi-agency state task force targeting TOD in Meriden**
 - Coordinating individual efforts related to transportation, housing, and flood control
 - Coordinating a plan for mixed use development adjacent to the station that includes commercial, retail, housing and parking
- **Other TOD initiatives underway at current and future stations in:**

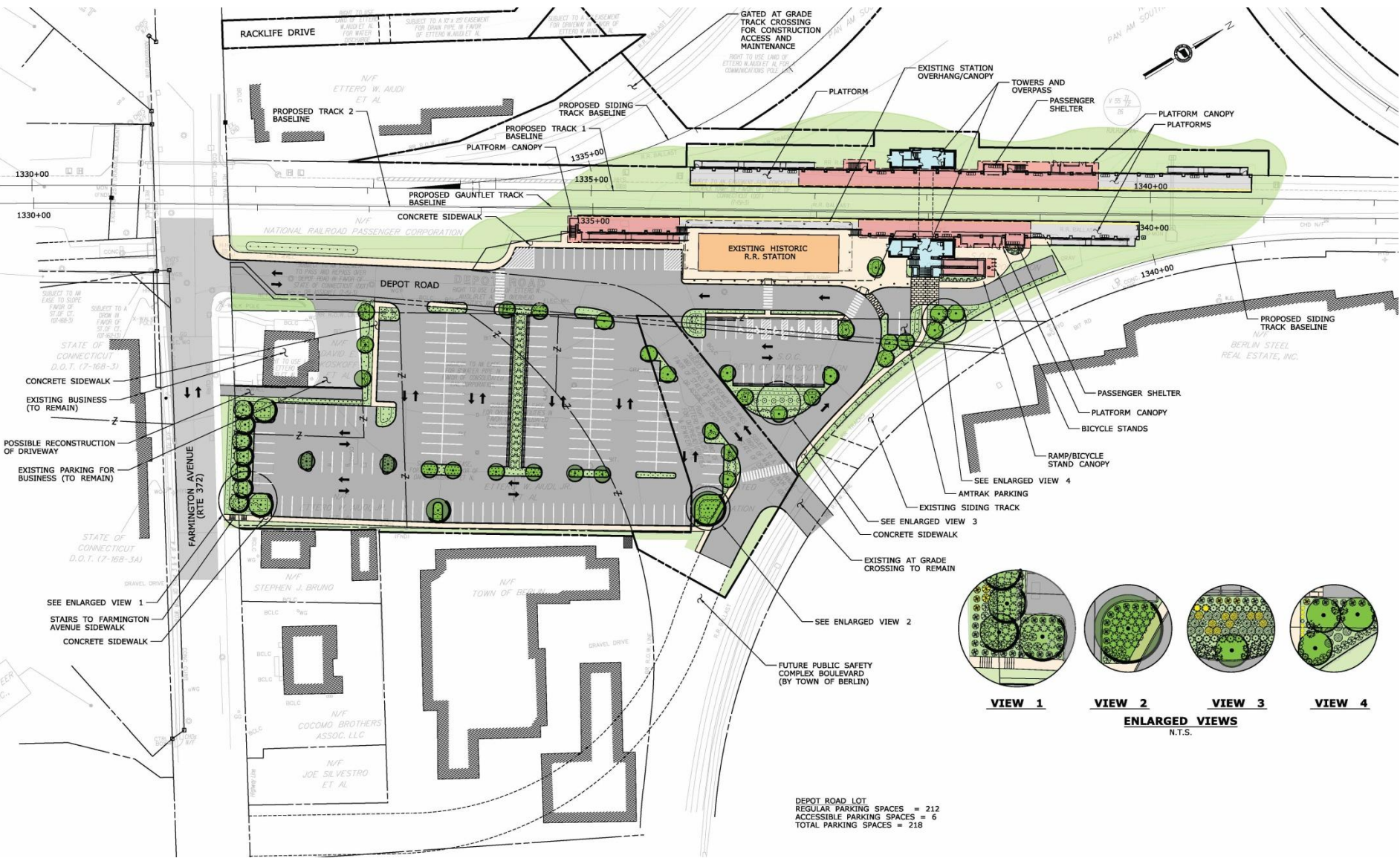
- Enfield
- Windsor Locks
- Windsor
- North Haven
- Berlin



New Haven-Hartford-Springfield Railroad Ground Breaking

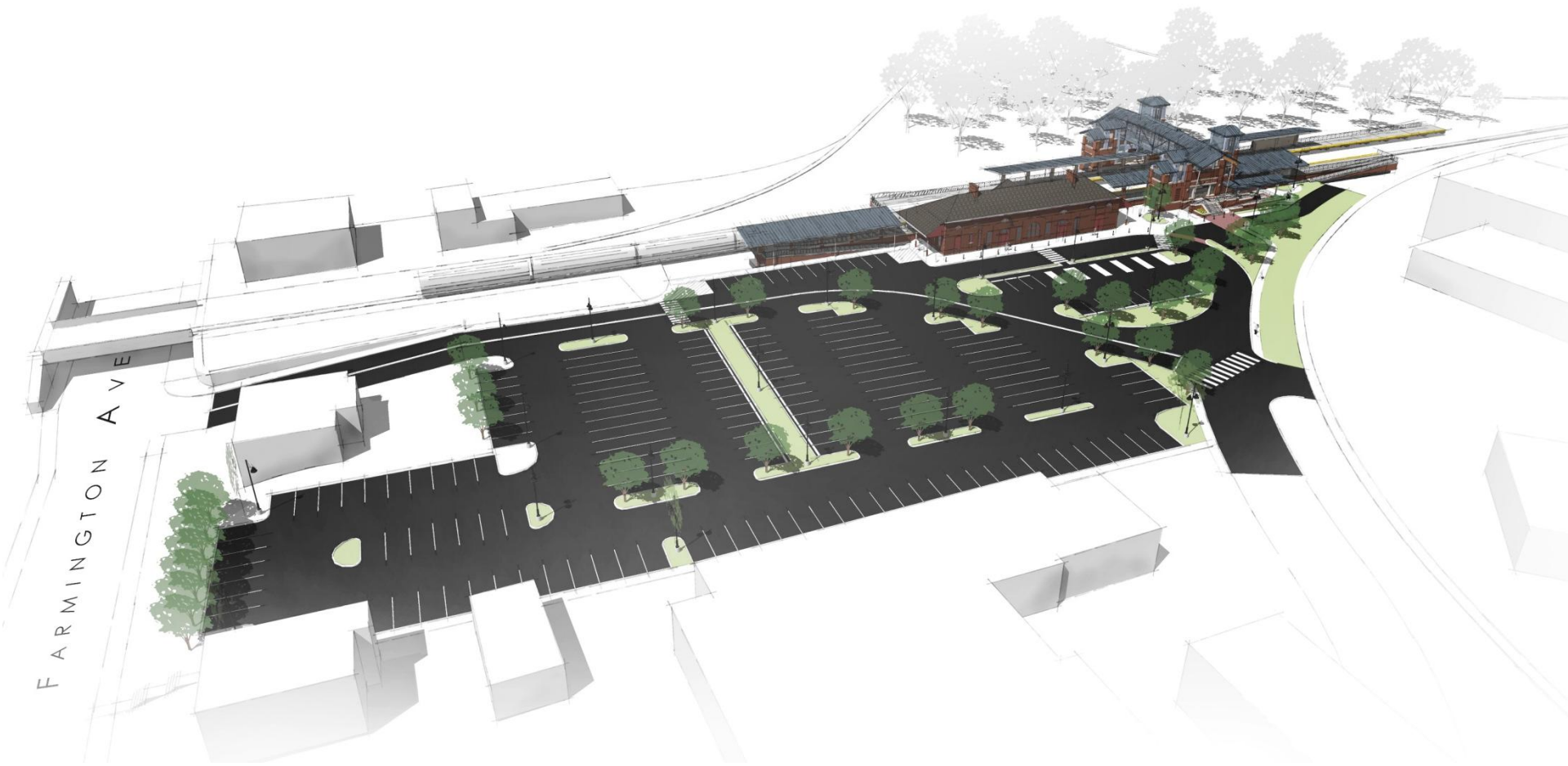
- **Advanced signal cable installation started in November**
 - Cable plow speeds construction and minimizes service disruptions
 - 62 miles of signal power, communication, and fiber optic cable
 - Includes all 3 phases of the project from New Haven-Springfield
 - Coordinated with CTfastrak and Amtrak PTC installation
- **Advanced curve re-alignment started in April**
 - Aligns curves in existing Track 1 to allow for Track 2 installation
 - Provides for increased speed on Track 1





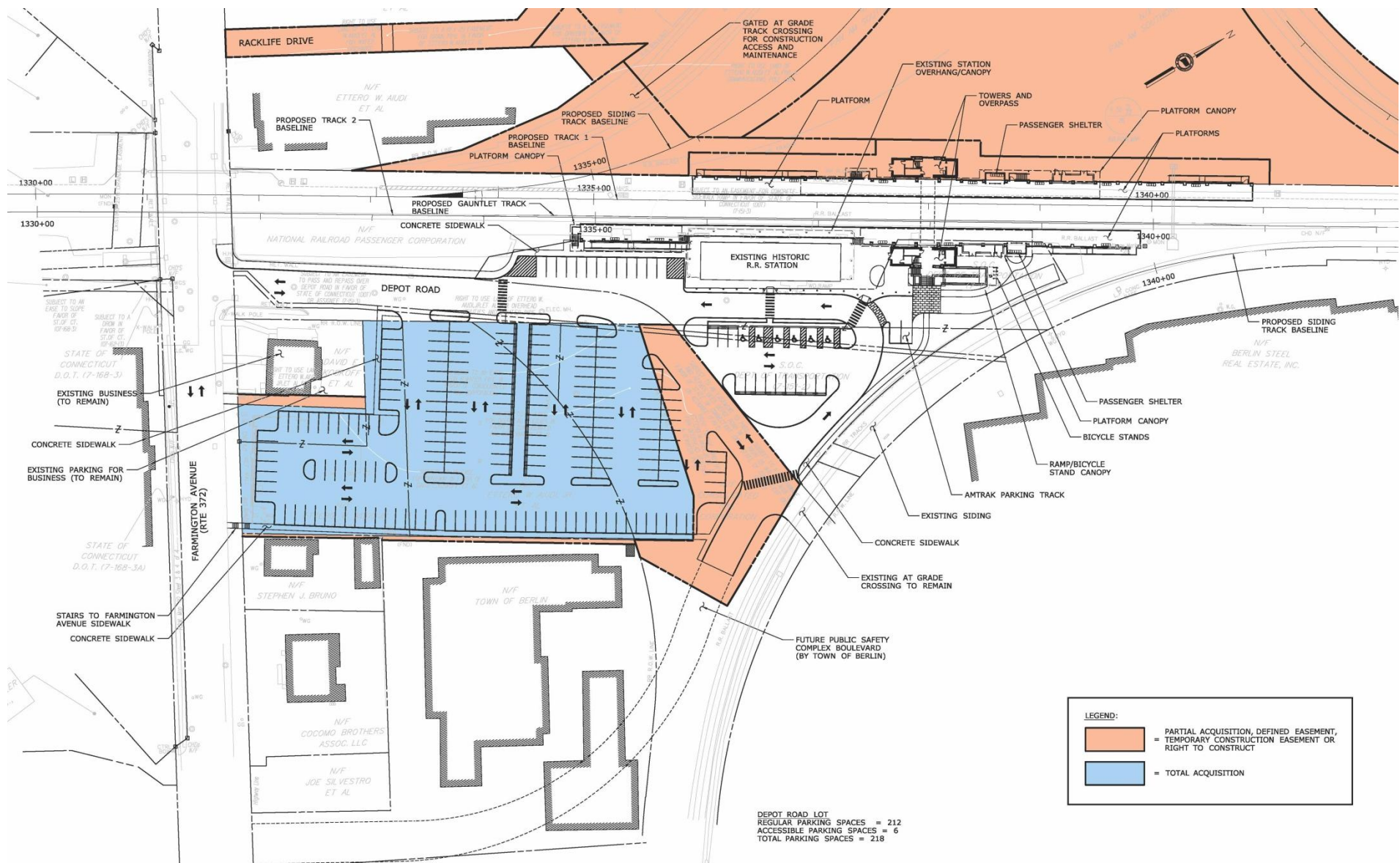
SITE PLAN





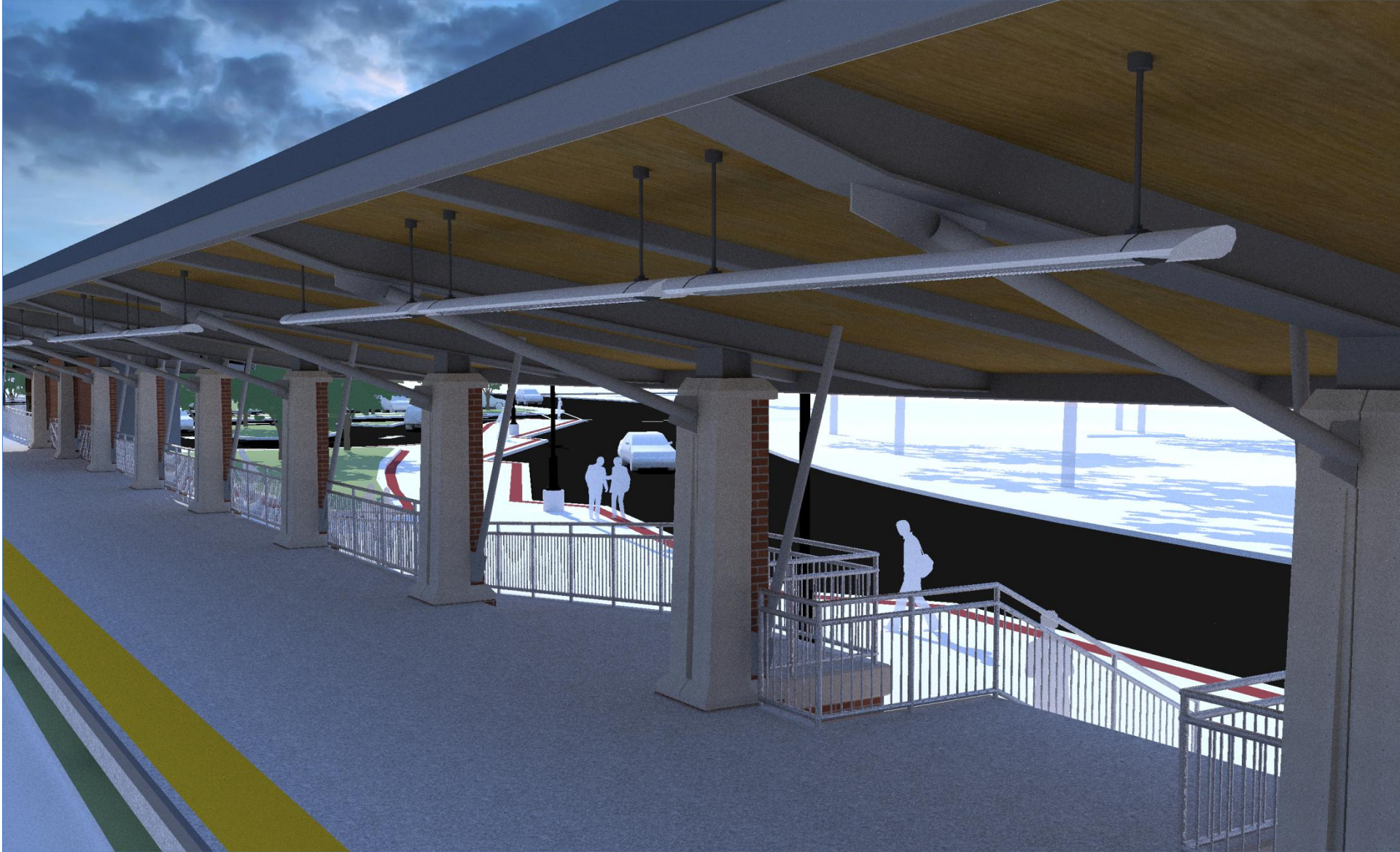
AERIAL VIEW





RIGHTS-OF-WAY





PLATFORMS



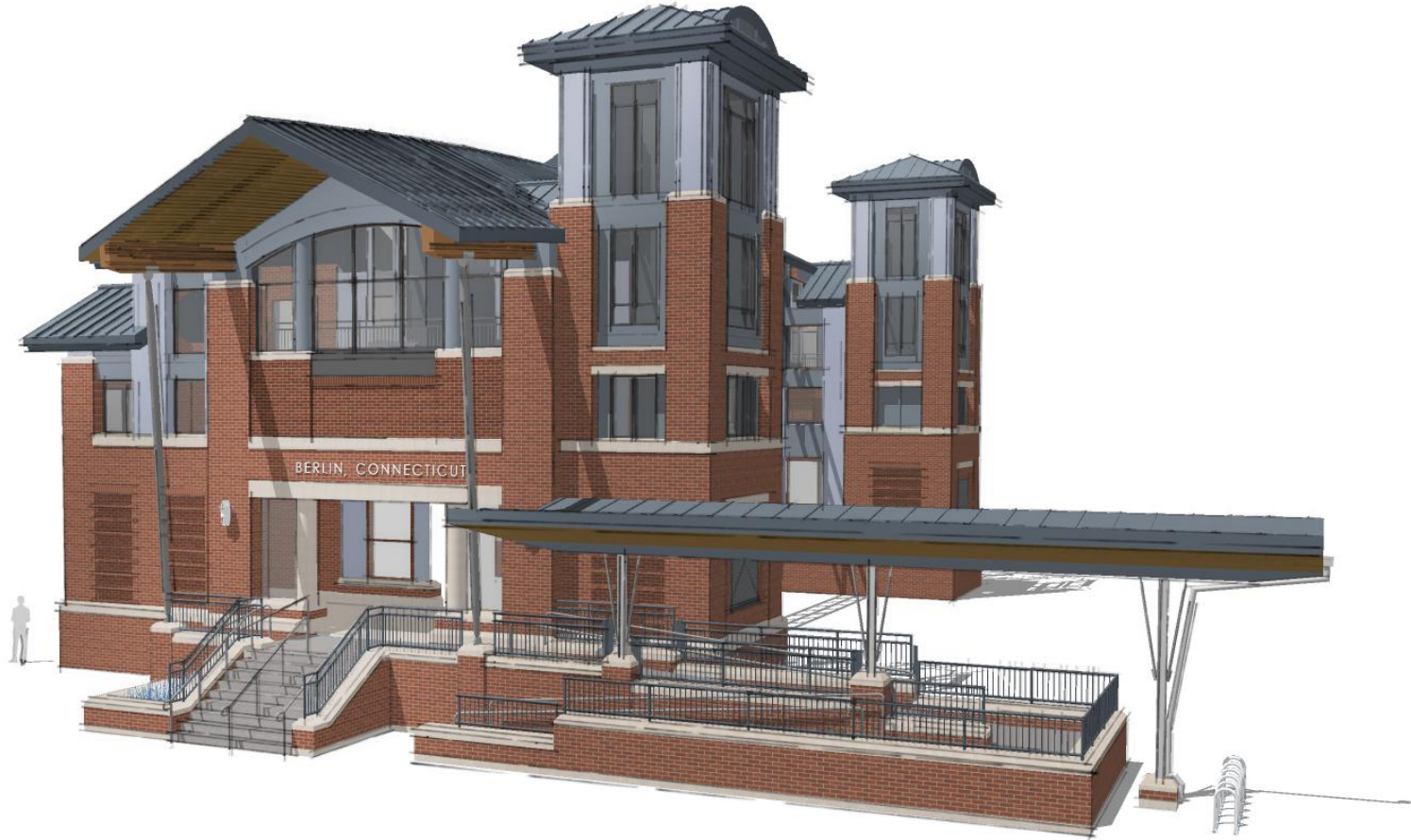




VIEW OF EAST ELEVATION



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N H H S



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