

# New Haven-Hartford-Springfield Rail Program



**Meriden 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

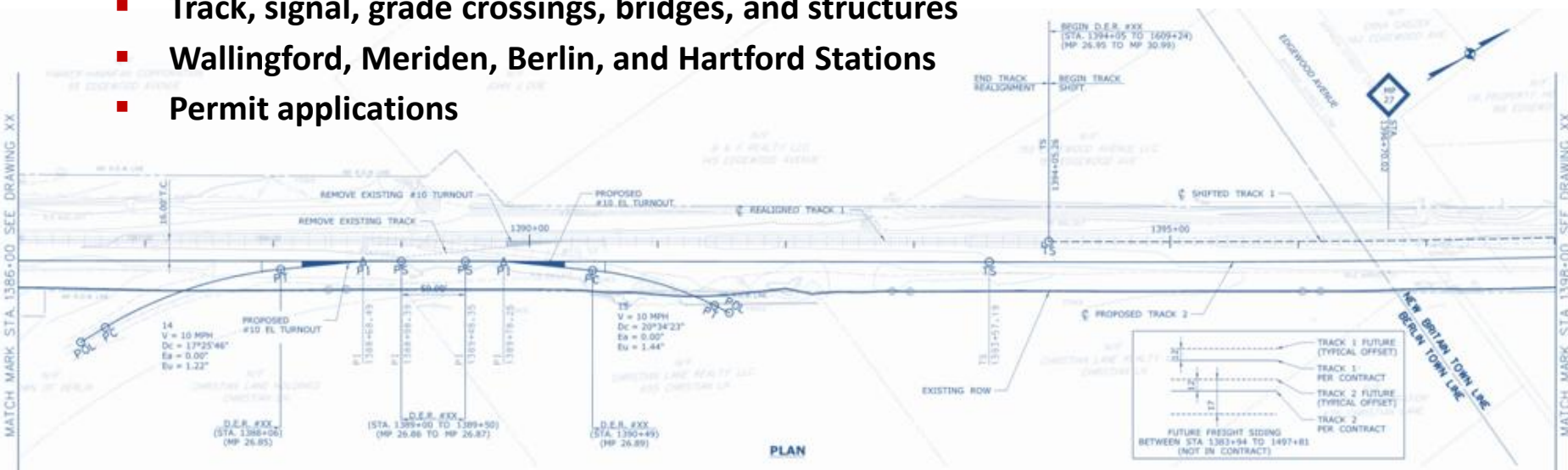


# Regional Vision



# New Haven-Hartford-Springfield Railroad Design Status

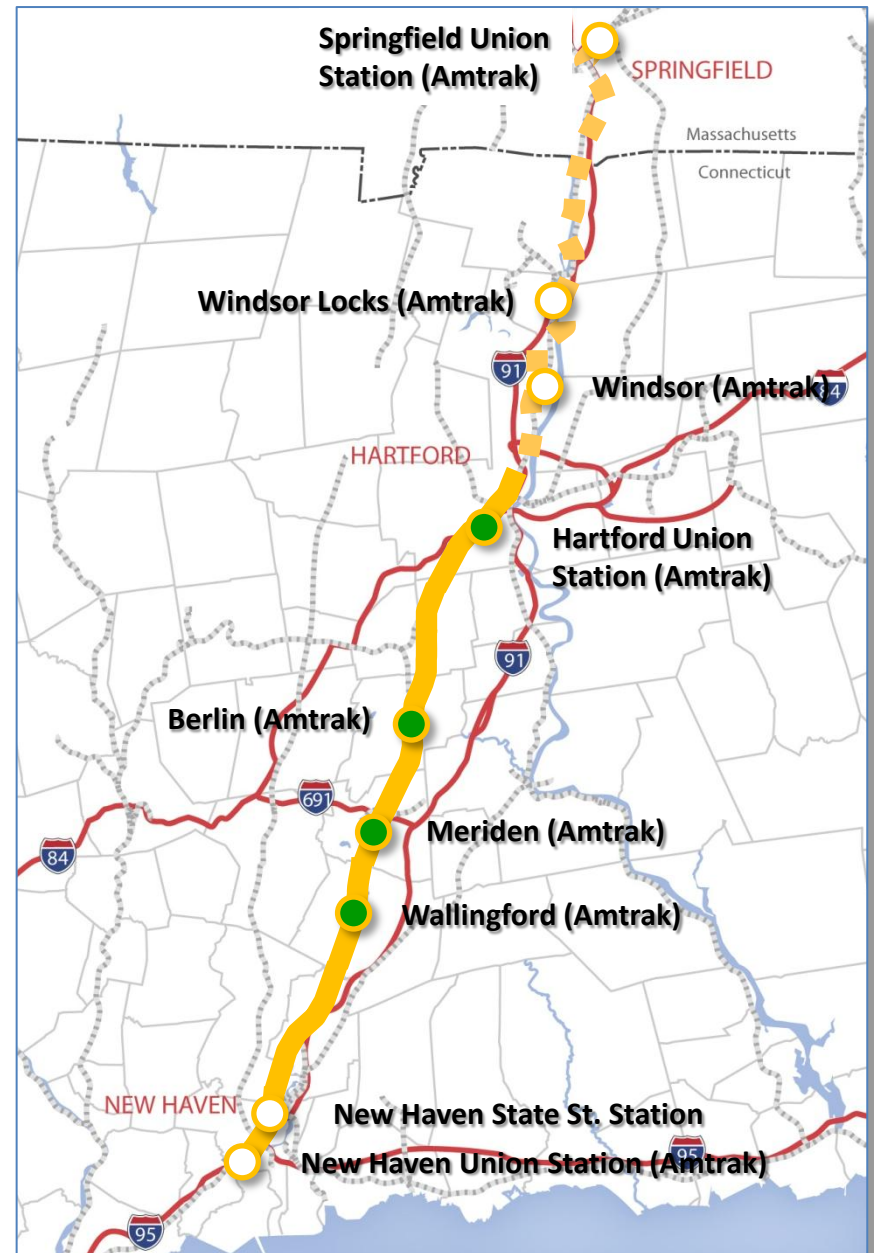
- Phase 2 grant obligated in August – All funding for 2016 service in place
  - Phase 1: Meriden-Berlin: \$60 million total - \$40 million Federal - \$20 million State
  - Phase 2: New Haven-Hartford: \$263 million total - \$121 million Federal - \$142 million State
  - Phase 3A: Hartford-Windsor: \$43 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





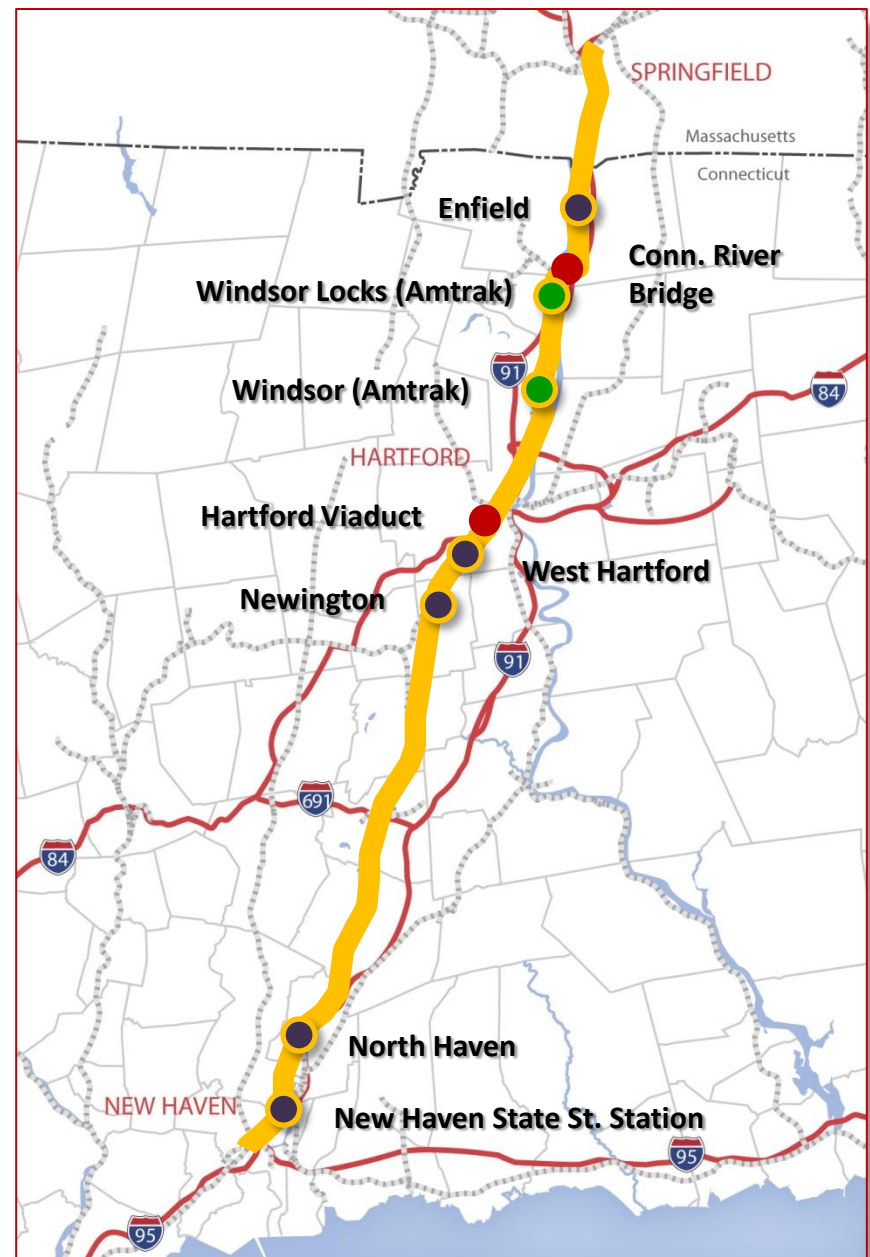
# Funded Improvements 2016 Start-up

- **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

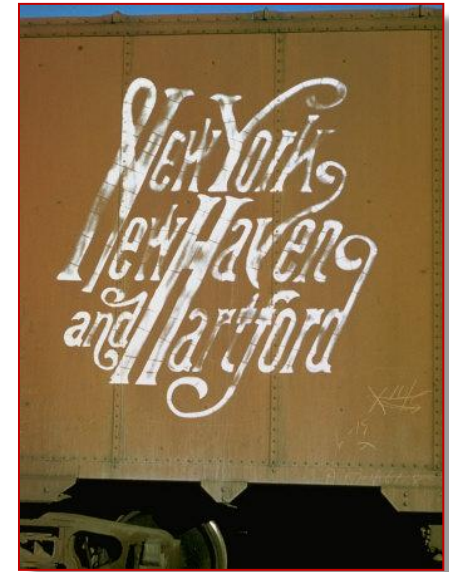
- **Advanced signal cable installation started in November**
  - Cable plow speeds construction and minimizes service disruptions
  - 62 miles of signal power, communication, and fiber optic cable
  - Includes all 3 phases of the project from New Haven-Springfield
  - Coordinated with CTfastrak and Amtrak 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



# New Haven-Hartford-Springfield Railroad

## Key Dates

- 2012**
  - November: Start of cable plow project
  - December: Begin long lead procurement
- 2013**
  - May: Start Track 1 realignment
  - August: Complete designs/Submit Permits
- 2014**
  - Receive permits
  - Start station construction
  - Start construction bridges/culverts
  - Start construction signal/grade crossings
- 2015**
  - Installation of new track
- 2016**
  - Complete construction
  - Initiate start-up service

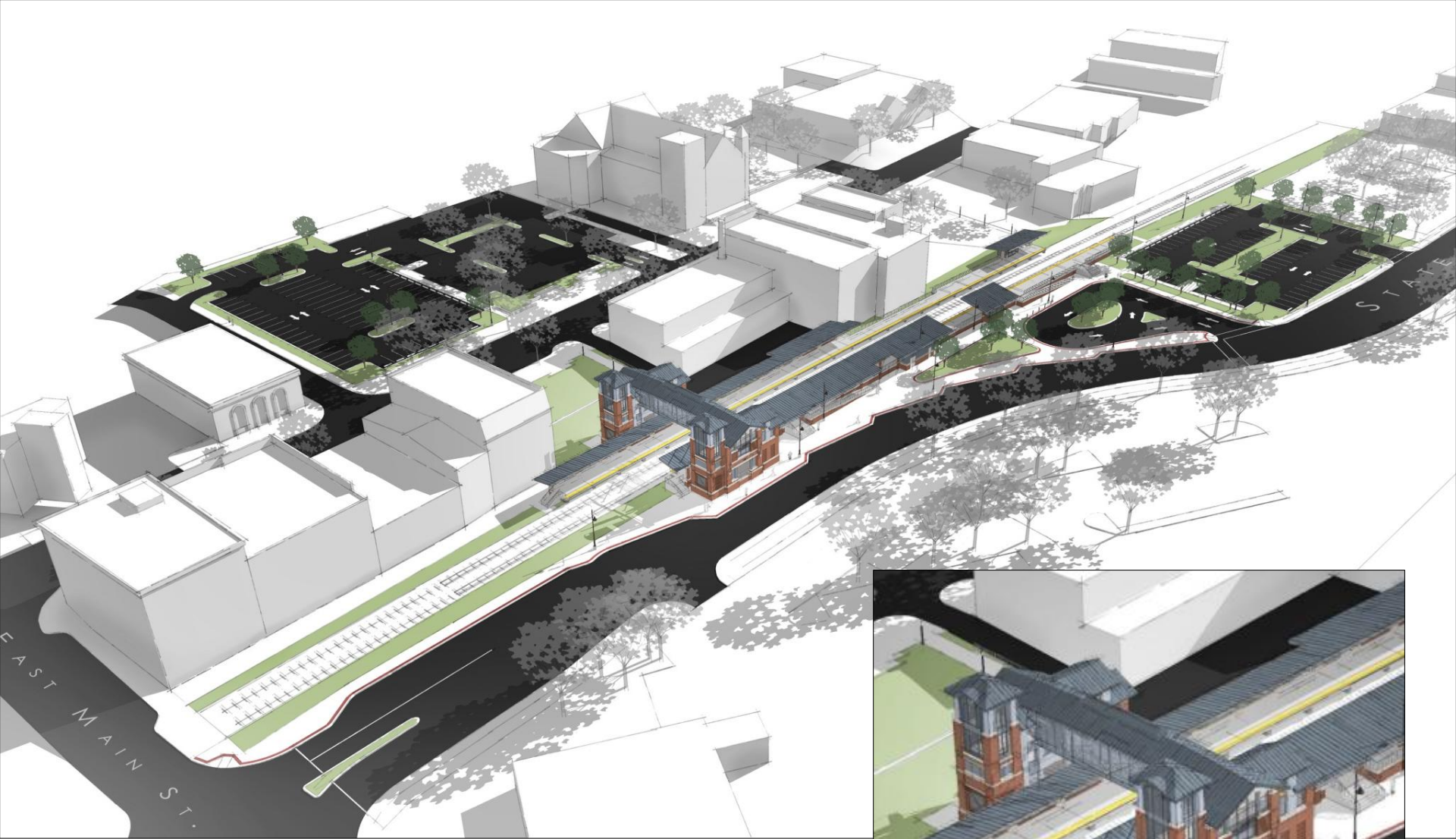






# SITE PLAN





# AERIAL VIEW





COLONY ST. LOT  
ADDITIONAL PARKING  
SPACES = APPROXIMATELY 81

LEASE/EASEMENT AREAS  
in favor of  
Town of Meriden  
for sidewalk, platform  
and beautification purposes

ONE WAY EXIT TO  
CHURCH ST.

ENTRANCE/EXIT TO  
COMBINED CITY/STATE  
PARKING LOT

LEGEND:

- = PARTIAL ACQUISITION, DEFINED EASEMENT OR TEMPORARY CONSTRUCTION EASEMENT
- = TOTAL ACQUISITION

EXISTING DRIVEWAY  
TO REMAIN

APPROXIMATE CENTERLINE  
OF EXISTING TRACK 1

COLONY STREET

PLATFORM  
CONCRETE SIDEWALK  
PASSENGER SHELTER  
PLATFORM CANOPY  
PLATFORM

BROOKS STREET

BROOKS STREET TO BE CLOSED TO TRAFFIC

CHAIN LINK FENCE

CONCRETE SIDEWALK  
CHAIN LINK FENCE

ACCESS TO REAR OF BUILDINGS TO BE MAINTAINED  
PLATFORM CANOPY

R.R. R.O.W. LINE

R.R. R.O.W. LINE

STATE STREET

CHAIN LINK FENCE

EAST MAIN STREET

CONCRETE SIDEWALK

EXISTING CONC. SIDEWALK TO BE MAINTAINED TO PROVIDE ACCESS FROM EAST MAIN STREET (ILLUMINATION TO BE ADDED)

EXISTING CURB (TO REMAIN)

TOWERS AND OVERPASS

APPROXIMATE CENTERLINE OF EXISTING TRACK 2

SEE ENLARGED VIEW 1

PLATFORM CANOPY

PASSENGER SHELTER

BICYCLE STANDS

PLATFORM CANOPY

CONCRETE SIDEWALK

SEE ENLARGED VIEW 2

EXISTING STATION TO BE REMOVED

STATE STREET

SEE ENLARGED VIEW 3

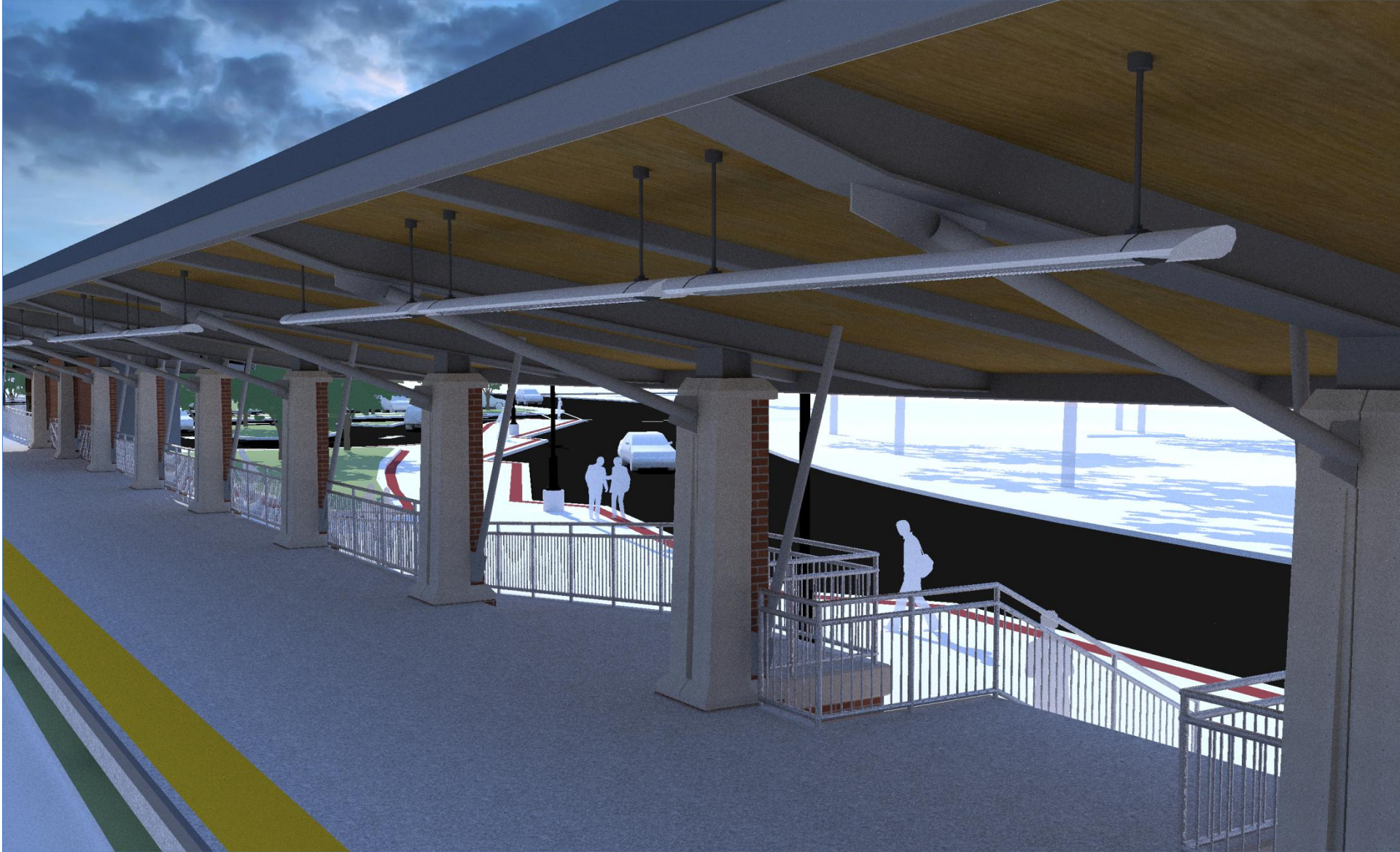
CONCRETE SIDEWALKS

STATE ST. LOT  
REGULAR PARKING SPACES = 75  
ACCESSIBLE PARKING SPACES = 4  
TOTAL = 79

# RIGHTS-OF-WAY



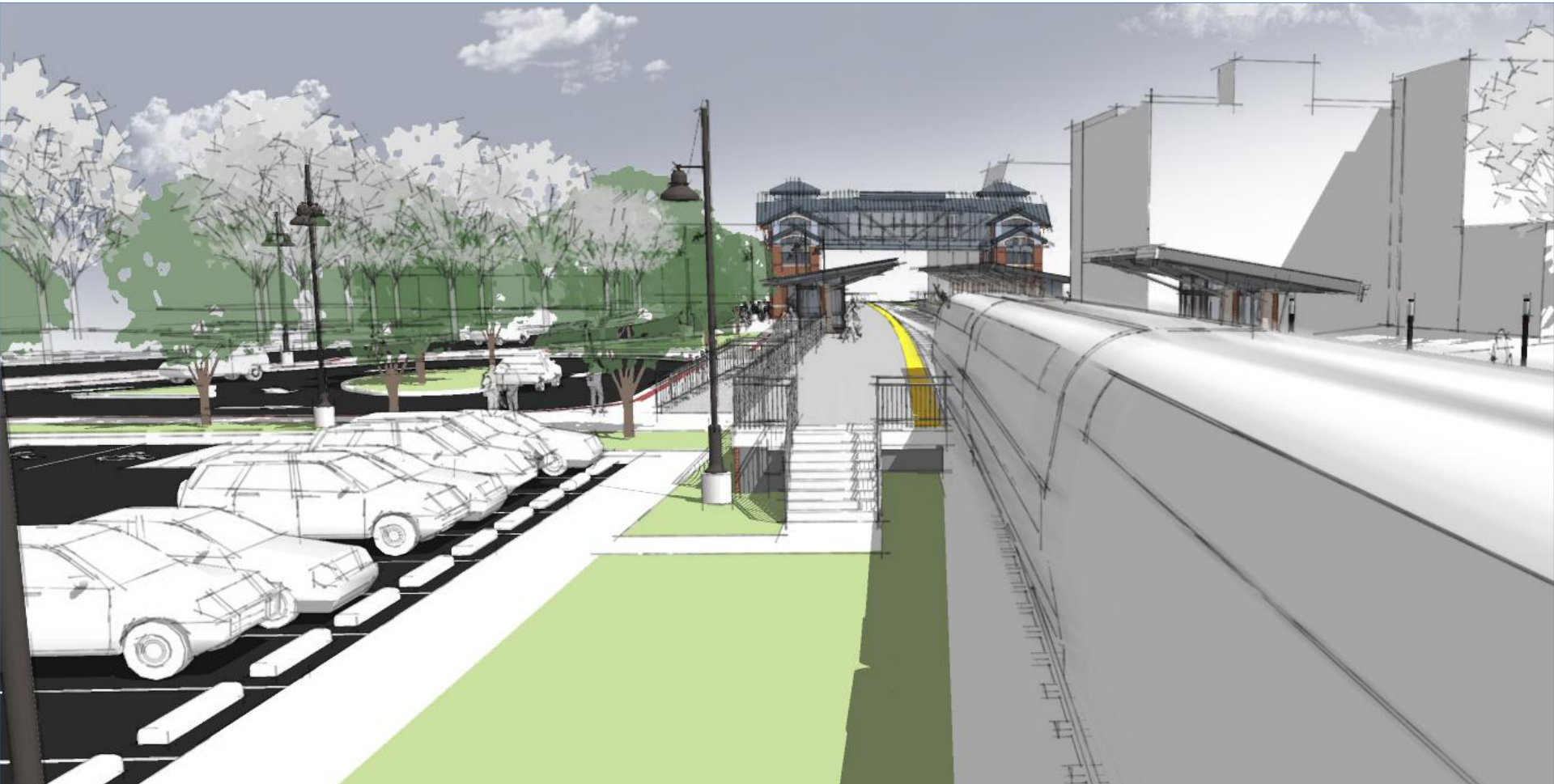




# PLATFORMS



S T A T E   S T R E E T



# PLATFORMS







COLONY STREET



# VIEW FROM COLONY STREET





S T A T E   S T R E E T



## VIEW FROM STATE STREET





[www.nhhsrail.com](http://www.nhhsrail.com)

