

NEWSLETTER

FALL 2014



FROM THE COMMISSIONER

The Connecticut Department of Transportation's (CTDOT) New Haven - Hartford-Springfield (NHHS) High Speed Rail Program made great progress in 2014.

From various construction related activities along the corridor to the awarding of the Wallingford, Meriden and Berlin stations construction contract, 2014 was an active year for the Program. In addition, public outreach efforts continued with a public information meeting held in Hartford to discuss improvements at Union Station, followed by meetings in Meriden and Wallingford to discuss grade crossing improvements.

I am also pleased to announce that the branding process for the NHHS rail line is complete. The new name of the rail line will be the Hartford Line. Initial brainstorming interviews with Department officials were held to collect insight into how they envision the future branding of the line. Public input was then gathered through focus groups held at various locations along the corridor.

This issue of the NHHS newsletter provides an overview of historical passenger and rail use along the corridor, the importance of motorist and pedestrian safety along grade crossings and various safety systems that will be installed as part of this Program prior to service launch.

We hope that you find this edition informative and useful.

James P. Redeker
Commissioner,
CT Department of Transportation



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Governor Malloy Announces Start of Construction for New Train Stations as Part of NHHS Rail Program



On October 24, 2014, Governor Dannel P. Malloy and the Connecticut Department of Transportation (CTDOT) announced the start of construction for new train stations in Wallingford, Meriden and Berlin as part of the New Haven-Hartford-Springfield (NHHS) Rail Program. Governor Malloy also unveiled the logo for the new rail line, which will be branded the "Hartford Line," and will be prominently displayed at all Hartford Line stations and in marketing materials.

"This is a major milestone for NHHS as it enters the construction phase at stations in Wallingford, Meriden and Berlin," said Governor Malloy. "The NHHS Rail Program will not only offer more frequent, convenient and faster passenger rail service, but it will also cultivate significant benefits to communities along the rail line, including local economic and transit-oriented development activities at and around these stations, with the ultimate goal of increasing municipal revenue, creating jobs and improving the quality of life for residents and increasing our competitiveness as a state."

Station construction in Wallingford, Meriden and Berlin is scheduled to begin this fall and will be completed by the launch of enhanced rail service in late 2016. Improvements at these stations include high-level platforms (both sides of the track), an overhead pedestrian bridge with elevators and stair towers on both sides of the track to connect the two platforms, platform snow melt systems, ticket vending machines and passenger information display systems, PA and high-resolution video surveillance systems, increased parking capacity and roadway access improvements, electric vehicle charging stations, improved accessibility for the mobility impaired/ADA compliant and bicycle racks. The station construction contract was awarded to Judlau Construction of New York at a value of \$58.8 million.

(Continued from Page 1)

“The renovation and expansion of Berlin’s train station will greatly help to revitalize the downtown area,” said House Majority Leader Joe Aresimowicz (D-30). “I’m pleased to serve with a Governor who understands the need for economic development to reenergize our aging downtowns throughout the state.”

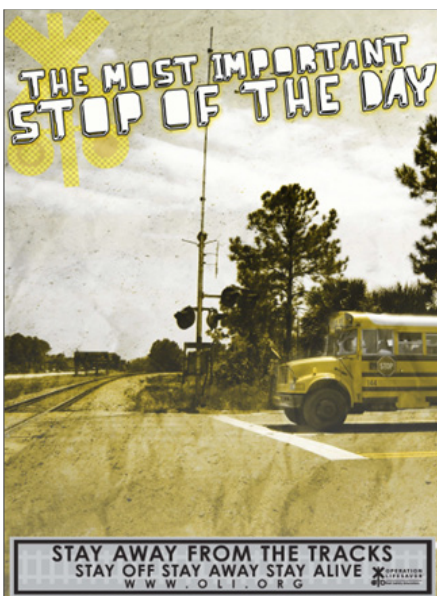
Funded through the Passenger Rail Investment and Improvement Act (PRIIA) and State of Connecticut bonds proceeds, the NHHS Rail Program will provide significant new regional passenger rail service options as a key component of a robust and vibrant multi-modal regional transportation system.

“The good news about the contract award, coupled with unveiling of the Hartford Line brand, is that it solidifies our State’s commitment to expanding state and regional passenger rail service,” said CTDOT Commissioner James Redeker. “Once the new Hartford Line service is launched, the frequency of weekday round trip trains will increase from 6 to 17 trains between New Haven and Hartford with up to 12 trains continuing north to Springfield, Massachusetts. This will greatly enhance travel options between these communities and will serve as the backbone for regional rail service within and beyond New England.”

Operation Lifesaver Promotes Safer Crossing of Train Tracks

Over the past forty years, train collisions with pedestrians and motorists have declined by 83% in the United States, from over 12,000 in 1972 to 2,087 in 2013. The efforts of Operation Lifesaver (OL) have been a major contributor to this decline.

Founded in Idaho in 1972, Operation Lifesaver (OL) is a non-profit organization that seeks to promote public awareness for traffic and pedestrians crossing railroads. The organization promotes three E’s (Education, Enforcement and Engineering) to reduce fatalities and injuries from train collisions.



Since 1972, OL has emerged as a national rail safety organization partnering with all states, the federal government, and private passenger and freight rail operators. Every state has an OL coordinator that organizes safety training events at the request of community organizations, private companies, and local municipalities. In addition, materials can be found on the OL website (www.oli.org) for those interested in organizing their own rail safety workshops.

To schedule an Operation Lifesaver safety training event contact the Connecticut State Coordinator James Peay of the Connecticut Department of Transportation at (860) 594-2368.

QUICK TERMS

Electric Vehicle (EV) Charging Stations: A device, located in a parking lot, that allows EV drivers to plug-in and charge their EV. These devices will be installed in the parking lots of the Wallingford, Meriden and Berlin train stations.

High Level Platform: A platform constructed to be four feet above the top of the rail tracks, at the same height as the passenger rail car door sill.

Hydronic Snow Melt System: A system of pipes embedded in a passenger platform through which heated fluid is conveyed to melt snow and ice on the platform surface.

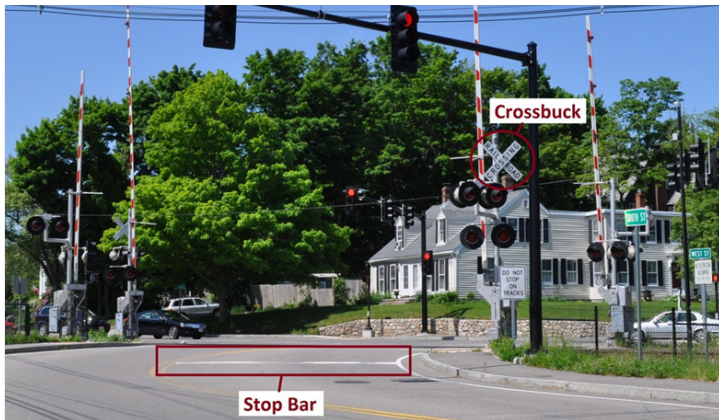
Overhead Pedestrian Bridge: A bridge built as part of a train station that allows passengers to safely travel from one side of a station over the railroad tracks to the other side.

Passenger Information Display System (PIDS): A system consisting of electronic devices at a station that displays schedules and other important passenger information.

Ticket Vending Machines (TVM): A “kiosk” that produces a train ticket. It’s typically located at a station and provides the benefit of lowering operating costs by reducing staffing needs.



Traffic Preemption Systems Provide Safety along the Hartford Line



Various types of traffic control devices are used at railroad/highway at-grade crossings. In the United States the Manual on Uniform Traffic Control Devices (MUTCD) sets guidelines for traffic control on all public travel ways, including railroad crossings. At a minimum, all public railroad crossings are required to have **crossbuck** signing (x-shaped traffic signs to indicate railroad crossing). In Connecticut, all public railroad crossings are also required to have **stop bars** (a pavement marking where traffic should stop prior to the railroad tracks), grade crossing pavement markings and advance warning signs (the round yellow RXR sign).

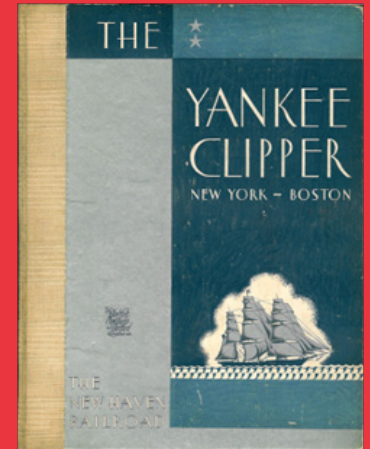
Active traffic control devices, such as railroad flashing lights, wayside horns, and vehicular and pedestrian gates, are used at crossings where higher train traffic and speeds exist. In Connecticut, the Office of State Traffic Administration regulates that a minimum of 29 seconds of warning time must be provided prior to the train entering the crossing. When a train approaches a crossing it strikes a circuit that activates the railroad flashing lights and pedestrian bell. Seven seconds later, the gate apparatus starts to move downward. It takes ten seconds for the gate(s) to be in the horizontal position and perpendicular with the road. Only after the gate(s) have been down for twelve seconds can a train enter the crossing surface.

Over the last thirty years, the Connecticut Department of Transportation (CTDOT) has been using preemption phasing of traffic signals to help increase safety at railroad/highway at-grade crossings. When a traffic signal is within two hundred feet of a railroad crossing, preemption phasing is provided to ensure that vehicles are cleared off the crossing prior to the activation of the railroad flashing lights and gates. When preemption phasing is used, traffic signals beyond the railroad crossing will turn green and traffic signals prior to the railroad crossing will turn red. This prevents a vehicle from being trapped in the crossing when the gates activate. Additional time is added prior to the minimum warning time of 29 seconds to allow for the signal preemption and for traffic to clear the crossing. Along the NHHS corridor, all of these traffic control devices are being implemented to improve safety at the crossings. As we approach the launch of enhanced rail service on the Hartford Line, CTDOT will be increasing its efforts to inform the traveling public about safety along the rail line and at grade crossings.

DID YOU KNOW?

During the early 1900's, trains running from Springfield to New Haven, and eventually New York possessed New England names, such as the Connecticut Yankee, The Yankee Clipper and the Nathan Hale.

Source: Waite, T. 2011. *The Knowledge Corridor*. Passenger Train Journal. Vol. 4, pg. 16 – 27.



A 1930 book distributed to present the new "Yankee Clipper" first-class passenger train to the public.

NHHS Stations to Feature Automatic Snowmelt Systems

Automatic snowmelt systems will be installed at the Berlin, Meriden, Wallingford, and State Street (New Haven) stations. These systems aim to keep platforms free from ice and snow and work by sensing temperature and precipitation. When precipitation occurs at/below freezing temperatures, hot water circulates in the piping below a platform. The heat from the water melts any accumulating snow or ice. These systems will provide the following benefits:

- Lower station maintenance costs by decreasing the salt required to melt snow and ice,
- Reduced ice and snow build-up, leading to safer conditions along station platforms, and;
- Reduced train service disruptions due to inclement weather.



Automatic Snowmelt System on Platform



Close-up of Automatic Snowmelt System Piping

Website Photo Gallery

Construction photos are posted weekly to keep the public informed of construction progress. Visit the photo gallery section of the website at www.nhhsrail.com/gallery.

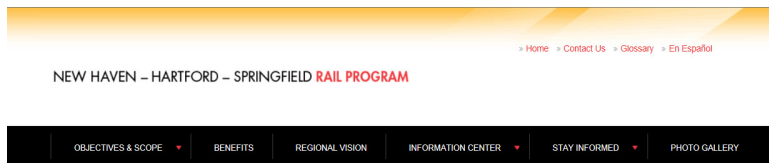


Website/Facebook/Twitter: Reaching A Wider Audience

The New Haven-Hartford-Springfield (NHHS) Rail Programs' website, Facebook page and Twitter feed provide the public with remote and mobile access to a wide range of information.

In addition, email messages of news postings and upcoming meetings are sent to those who register for email updates on the website. Viewers may also submit comments or questions to the Program team and receive email responses.

www.NHHSrail.com



Gov. Malloy Announces Three New Train Stations as part of NHHS Rail Program

On October 24, 2014, Governor Daniel P. Malloy and the Connecticut Department of Transportation (ConnDOT) announced the start of construction for new train stations in Wallingford, Meriden and Berlin as part of the New Haven-Hartford-Springfield (NHHS) Rail Program. [Learn more >>](#)

About the Program

The New Haven-Hartford-Springfield (NHHS) Rail Program will provide significant new regional passenger rail service options as a key component of a robust and vibrant multi-modal regional transportation system.

[Learn more about this Regional Vision >](#)



Replacement handhole for Berlin train station communication house

NHHS rail program news

GET INVOLVED & STAY INFORMED

NHHS Contact List

Over 2,000 residents, businesses, local groups and public agencies have already subscribed to the NHHS contact list! Subscribing to the contact list on the www.NHHSrail.com website takes only a few minutes and ensures that you will receive:

- E-alerts with program updates, including updates on cable installation
- Notices of upcoming public meetings
- Future issues of the program newsletter

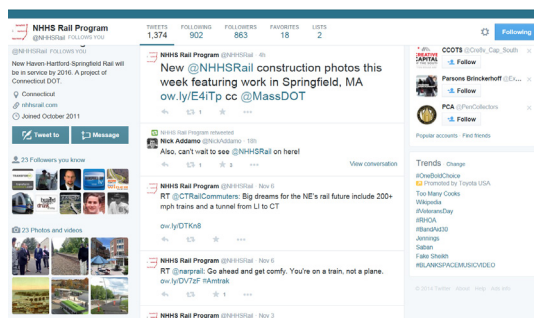
[subscribe >](#)

Questions & Comments

The Program website (www.NHHSrail.com) provides an easy way to ask questions or provide comments to the program team and receive a response via email.



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