

New Haven-Hartford-Springfield Rail Program



HARTFORD LINE

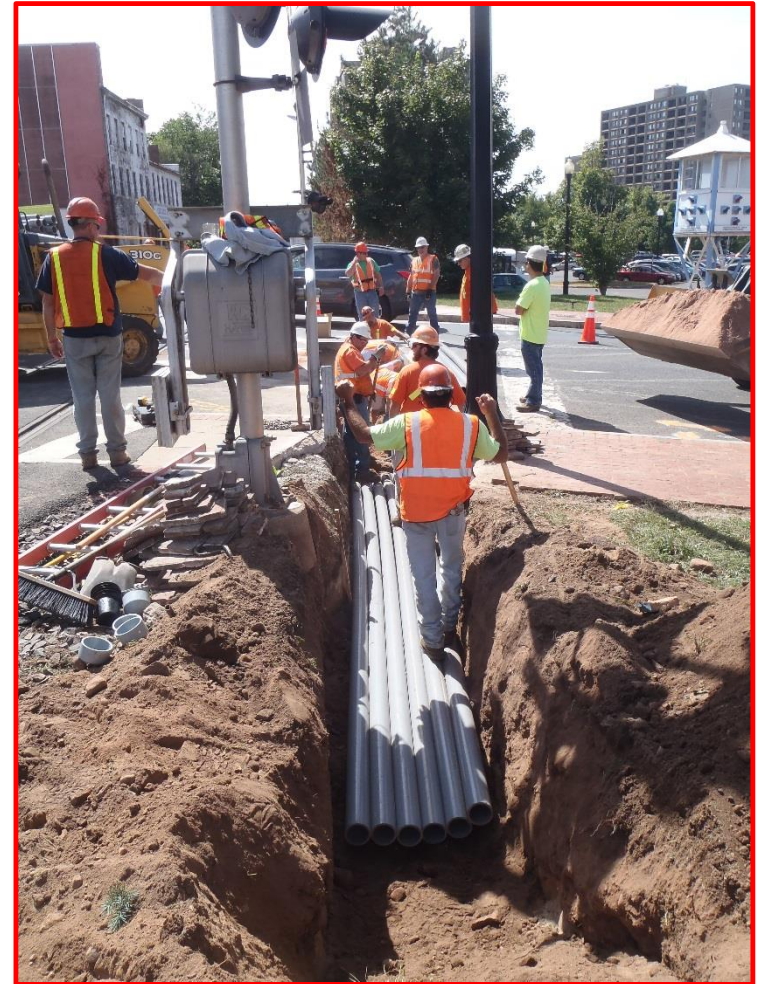


Town of Windsor— Public Information Meeting

July 29, 2015

Meeting Agenda

- **NHHS Rail Program Overview**
- **Windsor Grade Crossing Improvements**
 - **Overview**
 - **Meadow Road**
 - **Wilson Avenue**
 - **East Barber Road**
 - **Island Street**
 - **Central Street**
- **Batchelder Road Bridge Improvements**
- **CTDOT ROW Process**
- **Questions/Comments**



Regional Vision



NHHS Rail Program Summary

➤ Program Goals:

- Enhanced regional rail service
- Frequent service in the peak hours (current service is only 6 round trips per day)
- 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
- Hourly off-peak service

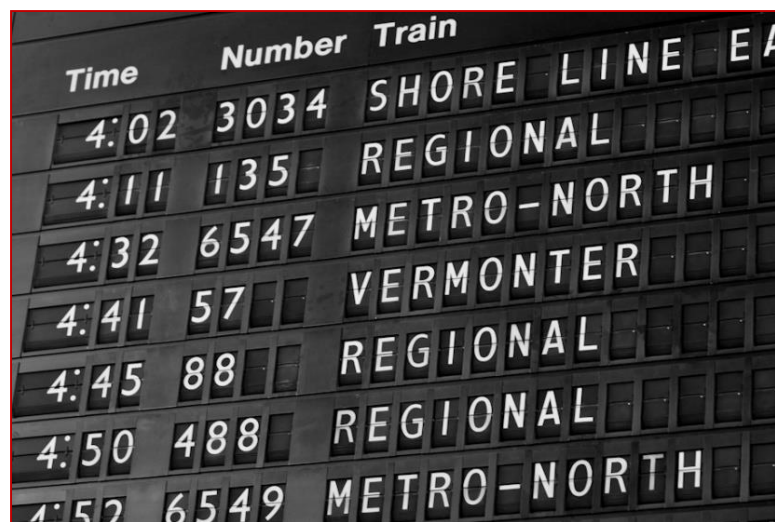
➤ Start-up Service

- 12-17 Round Trip Trains
- 45 minute frequency in the peak hour, hourly off-peak
- Bi-directional



Making Connections

- **Grand Central, Penn Station or Boston**
 - Acela trains to NYP/BOS
 - Metro-North trains to Grand Central Terminal
- **Expanded Service to Massachusetts/VT**
 - Knowledge Corridor to Greenfield
 - Boston-Springfield-NHV-NYP via the Inland Route
- **Bus Shuttle to Bradley Airport at Windsor Locks**
- **Transfer to/from CTfastrak at Hartford, Future Newington Station & West Hartford**



Time	Number	Train
4:02	3034	SHORE LINE EA
4:11	135	REGIONAL
4:32	6547	METRO-NORTH
4:41	57	VERMONT
4:45	88	REGIONAL
4:50	488	REGIONAL
4:52	6549	METRO-NORTH

Why Make the Investment?

➤ Fast, Convenient Regional Transportation

- Connects/integrates regional transportation across New England
- More frequent service
- Faster service

➤ Creates Engine For Local Economic & Station Area Development

- Construction-related & long-term job growth
- Provides the connections to livable communities along the rail line

➤ Establishes An Interconnected Public Transportation System for Connecticut's Future

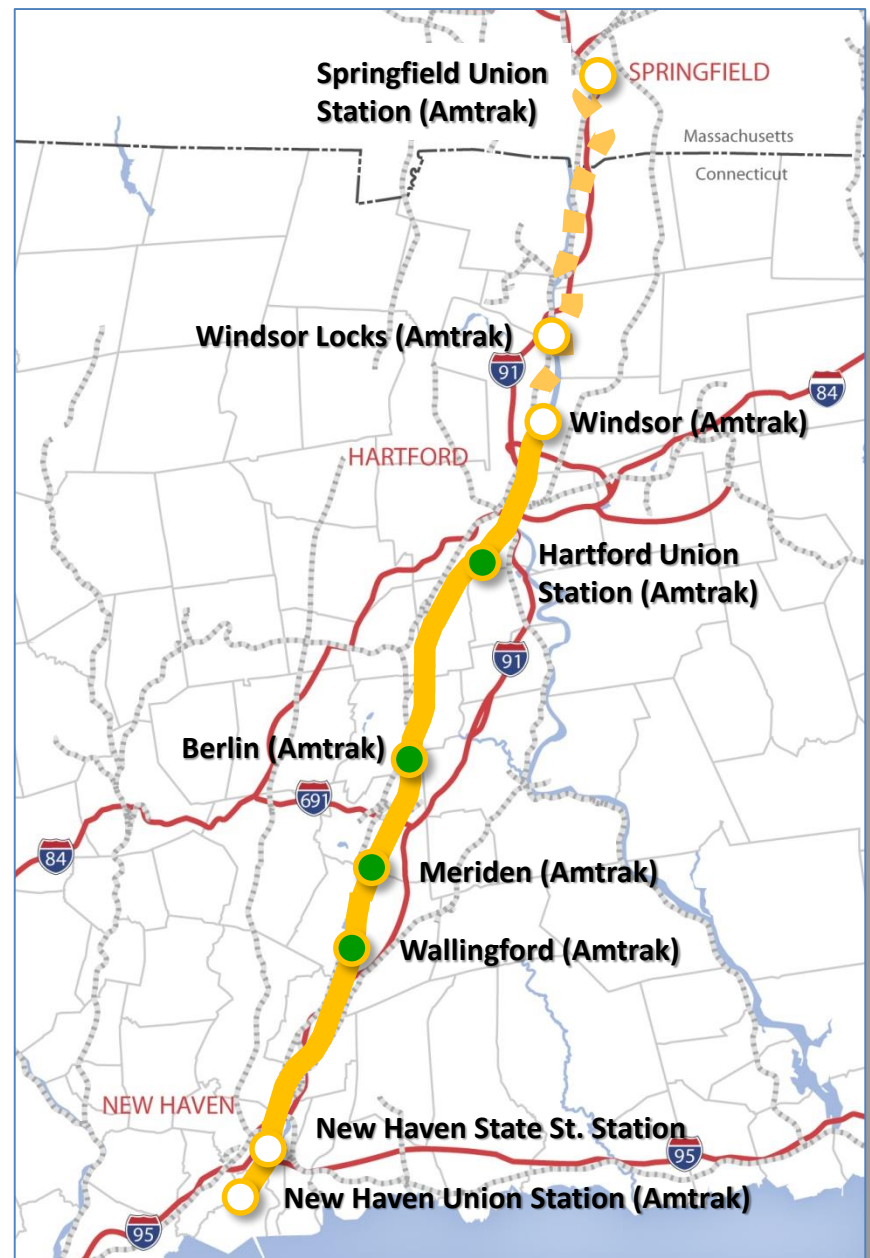
- Metro North
- Amtrak
- CTfastrak
- Shore Line East
- Local bus service
- Bradley International Airport



Funded Improvements

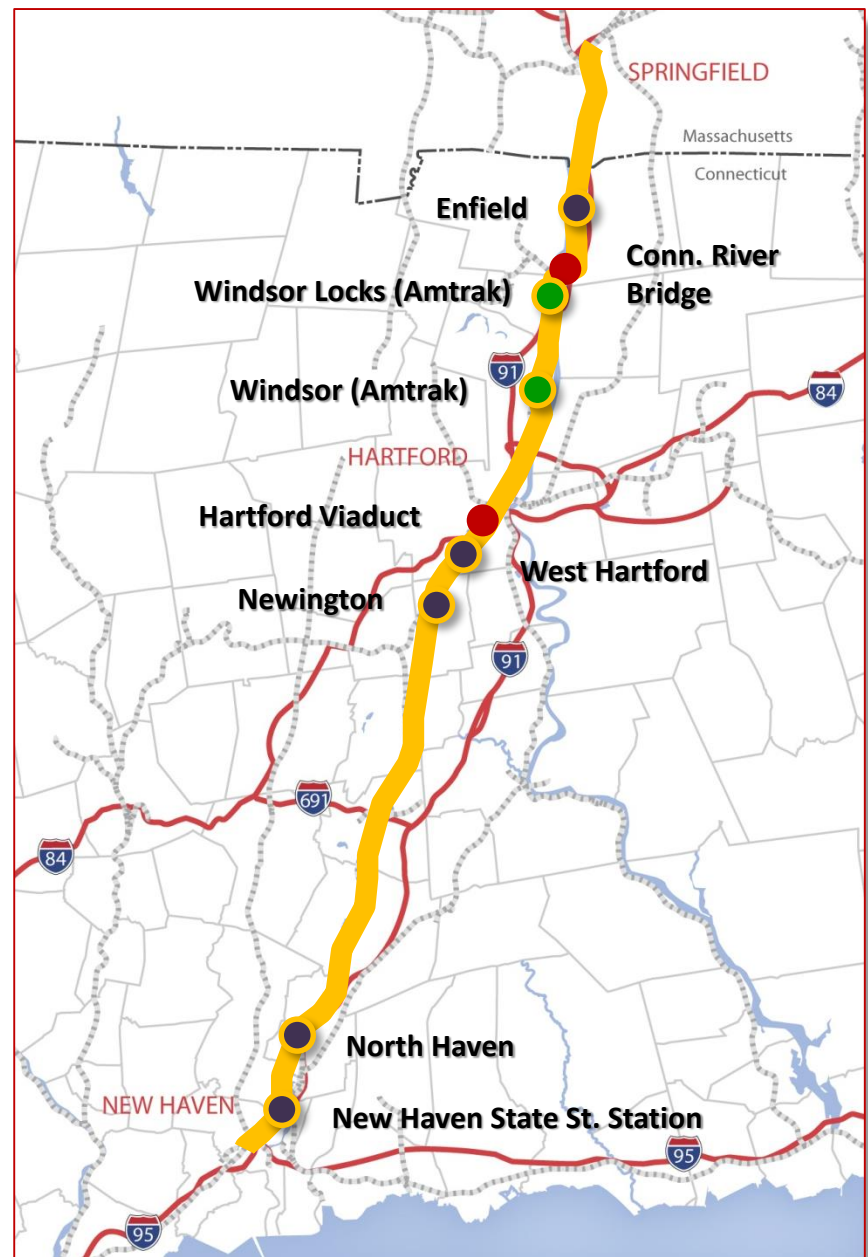
Service Start-up

- **Phase 1: Meriden-Newington**
 - Adds 10.2 miles of second track between Meriden and Newington
 - \$60M (\$40M Federal + \$20M State)
- **Phase 2: New Haven-Hartford**
 - Adds all new track, signal, bridge and station infrastructure for additional service between New Haven and Hartford
 - \$263M (\$121M Federal + \$142M State)
 - New State St. Station platform funded through TIGER
 - \$17M (\$10M Federal + \$17M State)
- **Phase 3A: Hartford-Windsor**
 - Double track/sidings north of Hartford
 - \$43M (\$30M Federal + \$13M State)



Future NHHS Improvements

- **Windsor-Springfield**
 - Complete double track/sidings
- **Regional Rail Upgrades**
 - Upgrades to existing stations and new stations (North Haven, Newington, West Hartford, Enfield, Windsor, Windsor Locks)
- **Ongoing**
 - Hartford Viaduct improvements (in conjunction with I-84 Program)
 - Connecticut River Bridge



NHHS Program Design Status

➤ Final design complete

- Track, signal, grade crossings, bridges, and structures
- Stations in Wallingford, Meriden, Berlin and Hartford
- Permit applications



Start – Up Program Scope: Modernizing the Infrastructure & Service

- Track & signal improvements over 39 miles
- Upgrades to 24 bridges and drainage structures to accommodate double tracking
 - Prevent track flooding
- 10 at-grade crossing upgrades to enhance safety



Service Start – Up Program Scope: Modernizing The Stations

- **Purpose: Enhance accessibility; speed boarding; stimulate local development**
- **Construction began late 2014**
 - **New stations in Wallingford, Meriden and Berlin**
 - **Improvements at Hartford Union Station**
 - **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**

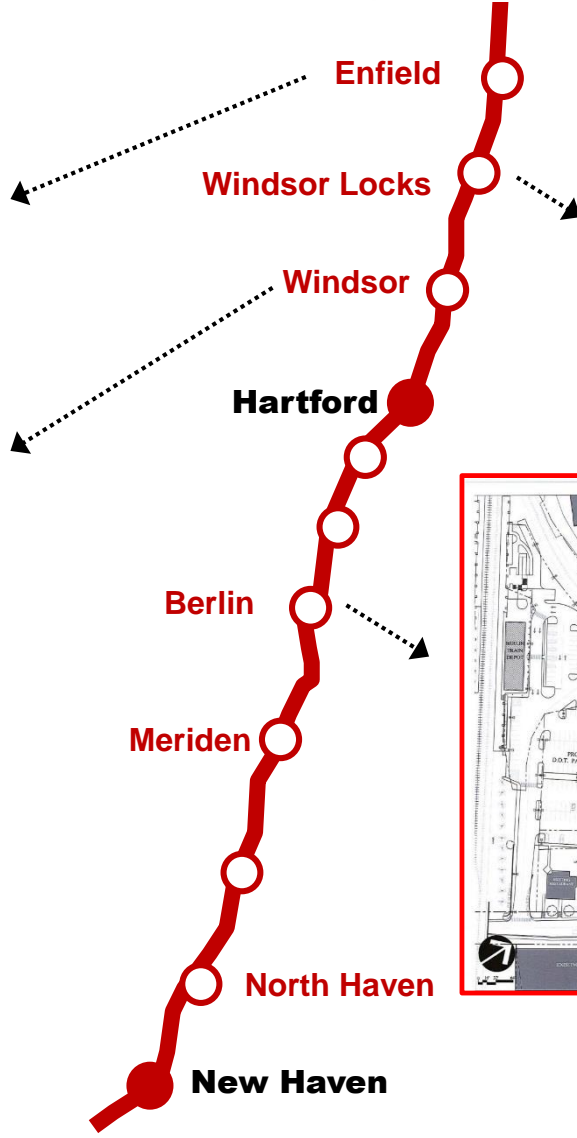
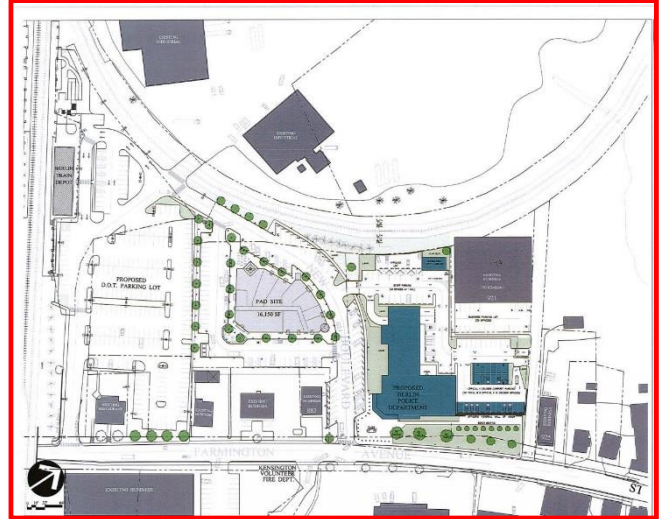
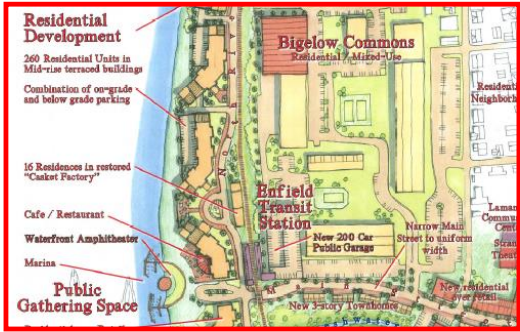


Transit Oriented Development

- **Multi-Agency State taskforce targeting TOD on the Hartford Line**
- **Meriden TOD an early success**
 - State agencies coordinated efforts on transportation, housing, & flood control
 - Construction started on *mixed use development* with station parking



Communities Pursuing Transit Oriented Development



Key Dates

➤ Construction Milestones

- Start Civil, Structures, Rail Construction Summer 2015
- Complete Construction New Haven – Hartford Late 2016
- Complete Construction Hartford – Windsor Summer 2017

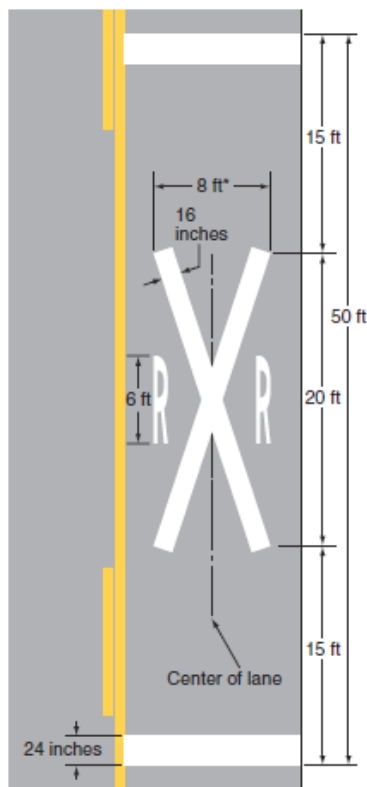


Scope of Improvements in Windsor

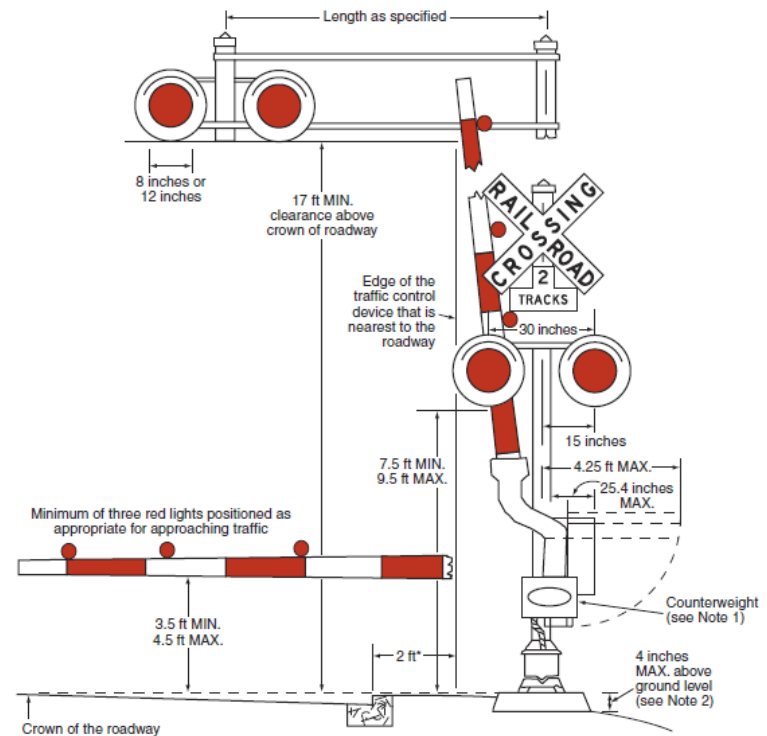


Grade Crossing Safety Improvements

- Median Barrier Systems
- New Gate Systems (4 Quadrant / 2 Quadrant / Ped. Gates)
- New Crossing Surfaces and Pavement Markings and Signage



*Width may vary according to lane width

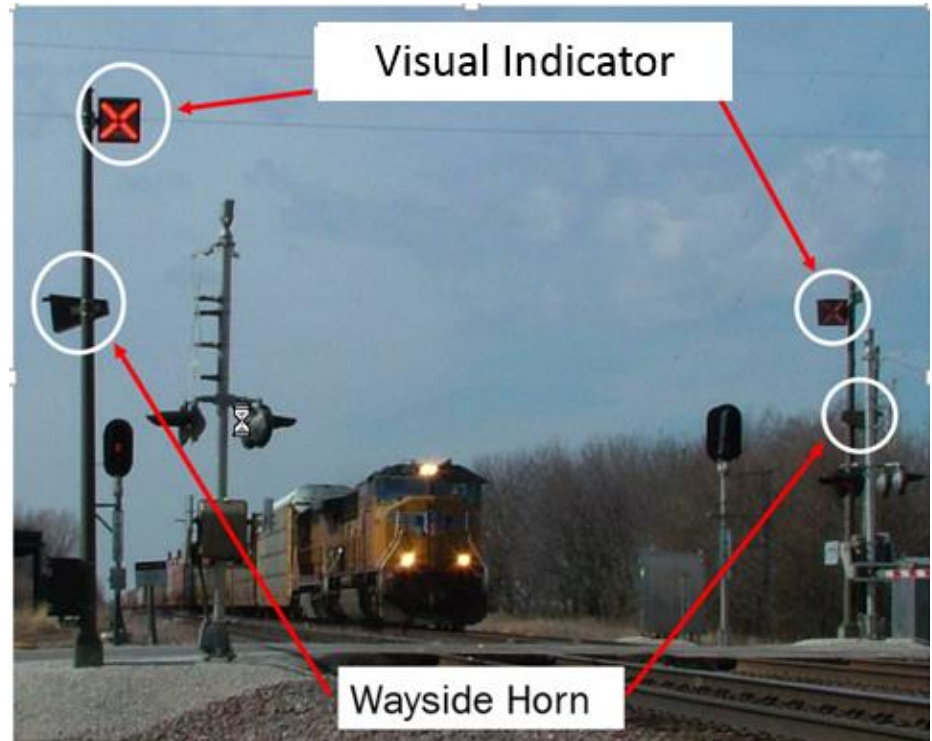
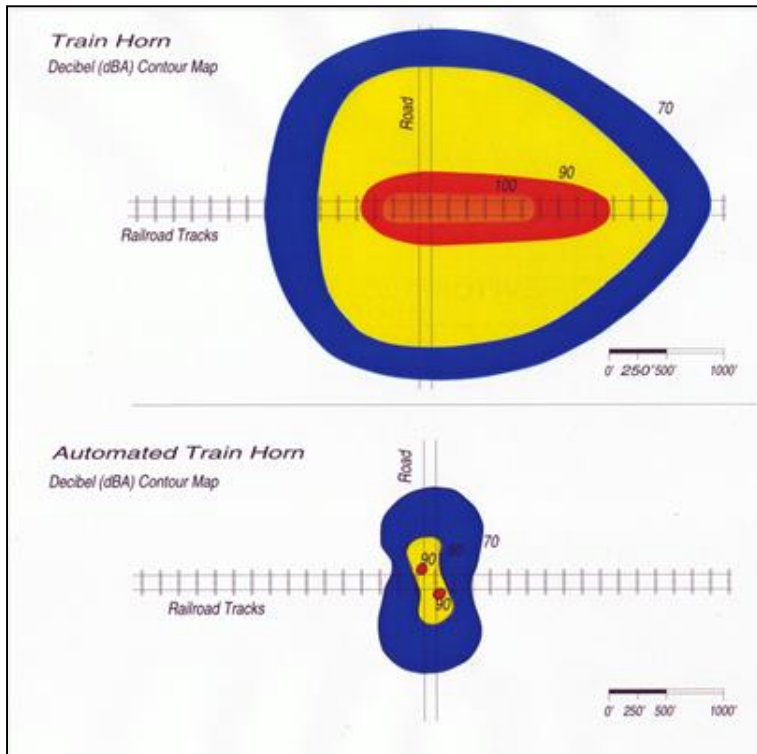


Train Horn Noise Mitigation

DOT is required to mitigate train horn noise per the approved Environmental Assessment.

Wayside Horn Installations

- Wayside horns are a one-for-one replacement of the train horn at a grade crossing.



Train Horn Noise Mitigation

Benefits of Wayside Horn Installations

- Noise is significantly reduced without elimination audible warning
- No cost to the municipality for installation or maintenance
- Easier to implement than the FRA Quiet Zone

System Rollout

- Wayside horns are used around the country
- Pilot program this summer at the Cooper Street Grade Crossing in Meriden

Train Horn Noise Mitigation

Options for Municipalities

FRA Quiet Zone Application Process

- A Quiet Zone is a request by a Municipality to FRA to completely silence the audible warning (train horn or wayside horn) in a zone.

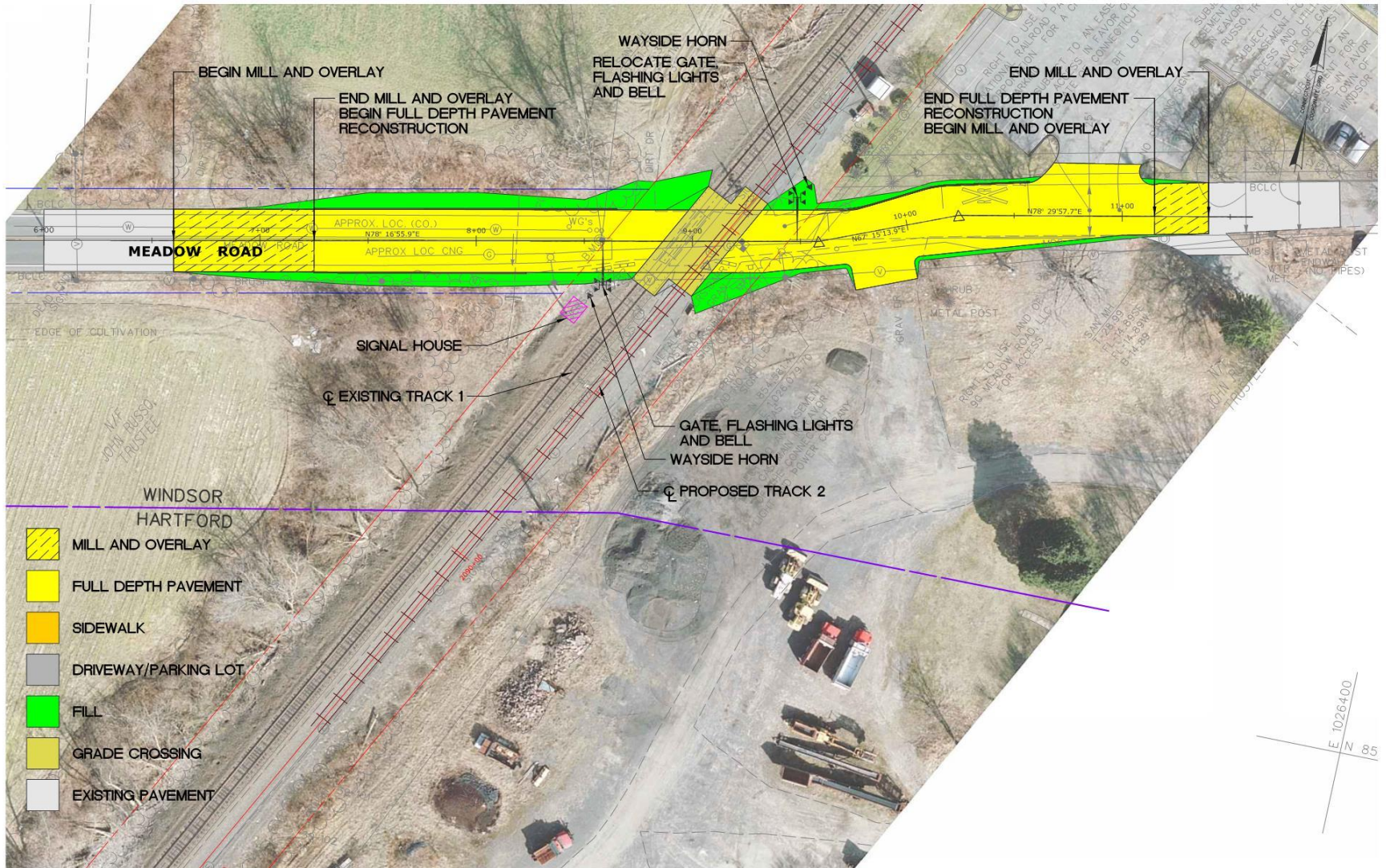
Benefits of Quiet Zone

- Horn noise is eliminated

Challenges

- The municipality may be responsible to indemnify Amtrak
- The municipality must re-apply/re-qualify with FRA every three years

Meadow Road Grade Crossing



Meadow Road Grade Crossing

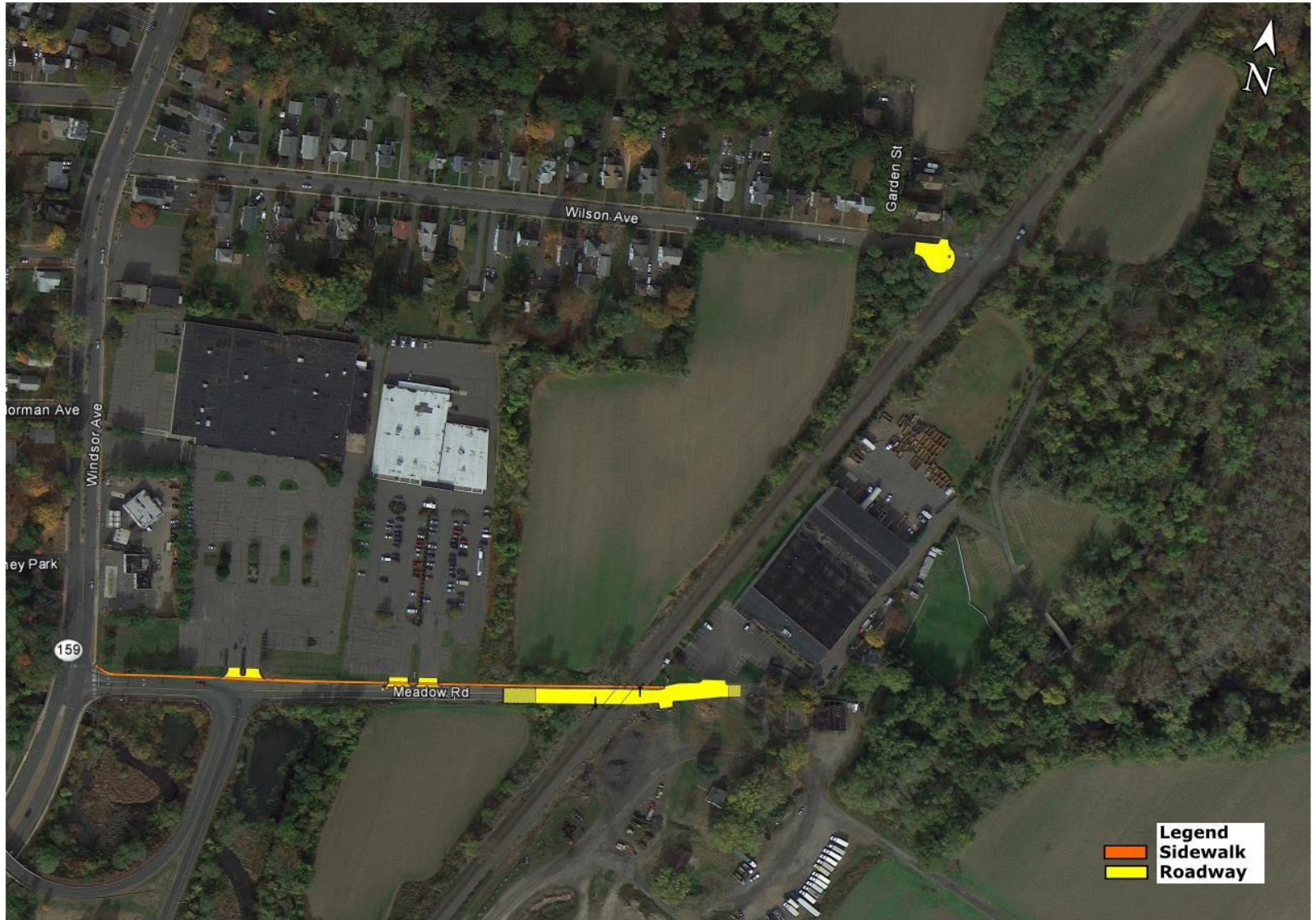
Improvements:

- ▶ Installation of new track panels
- ▶ Relocation of roadway gate arms
- ▶ Installation of wayside horns
- ▶ Roadway improvements (new roadway, mill/overlay, pavement markings and signing)

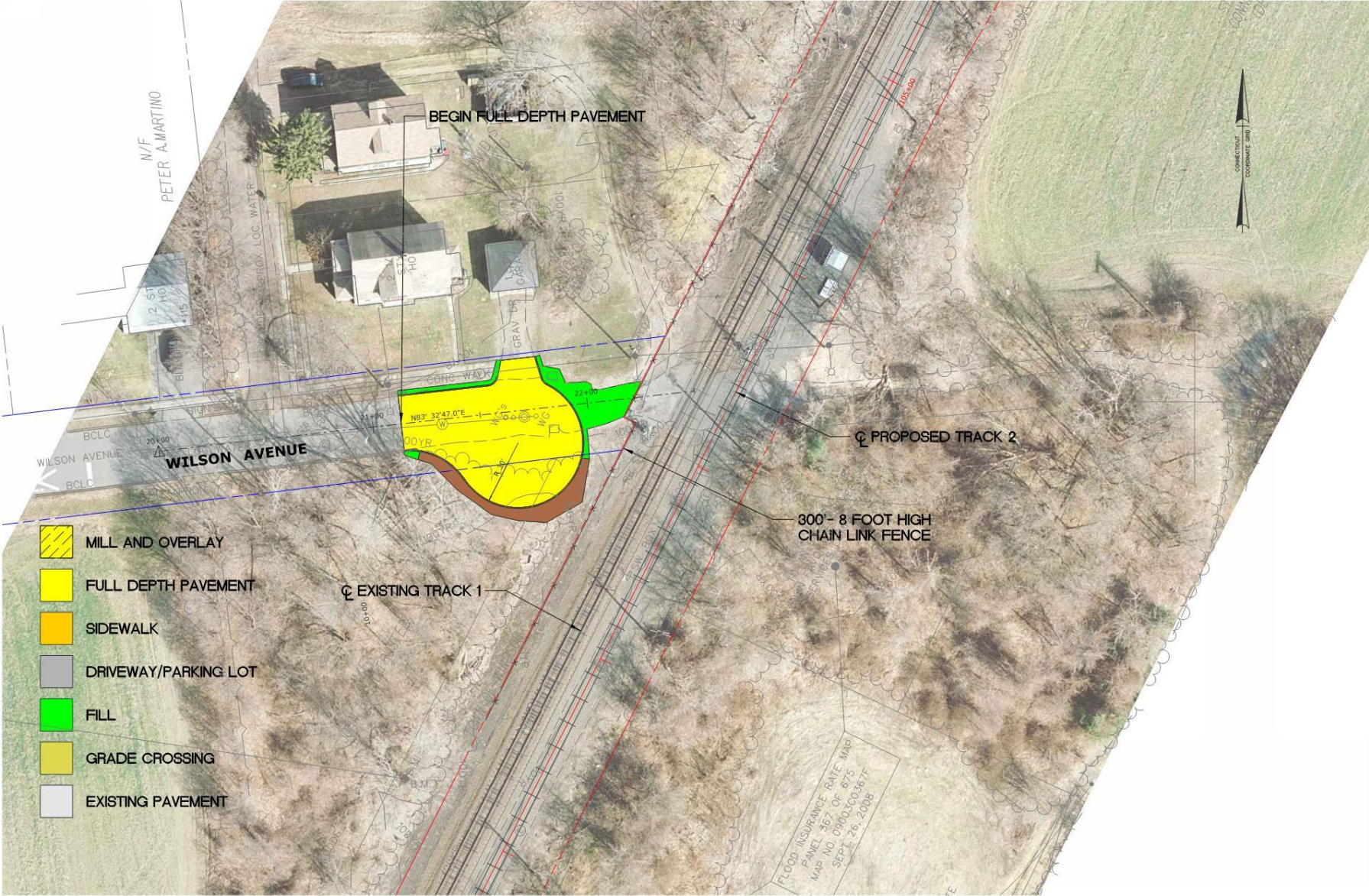
Detours/Closures:

- ▶ Anticipate two-day closure for track work and alternating one way/lane closures to address roadway approaches
- ▶ No detour
- ▶ To be coordinated with business owners

Meadow Road Sidewalk



Wilson Avenue Grade Crossing



Wilson Avenue Grade Crossing

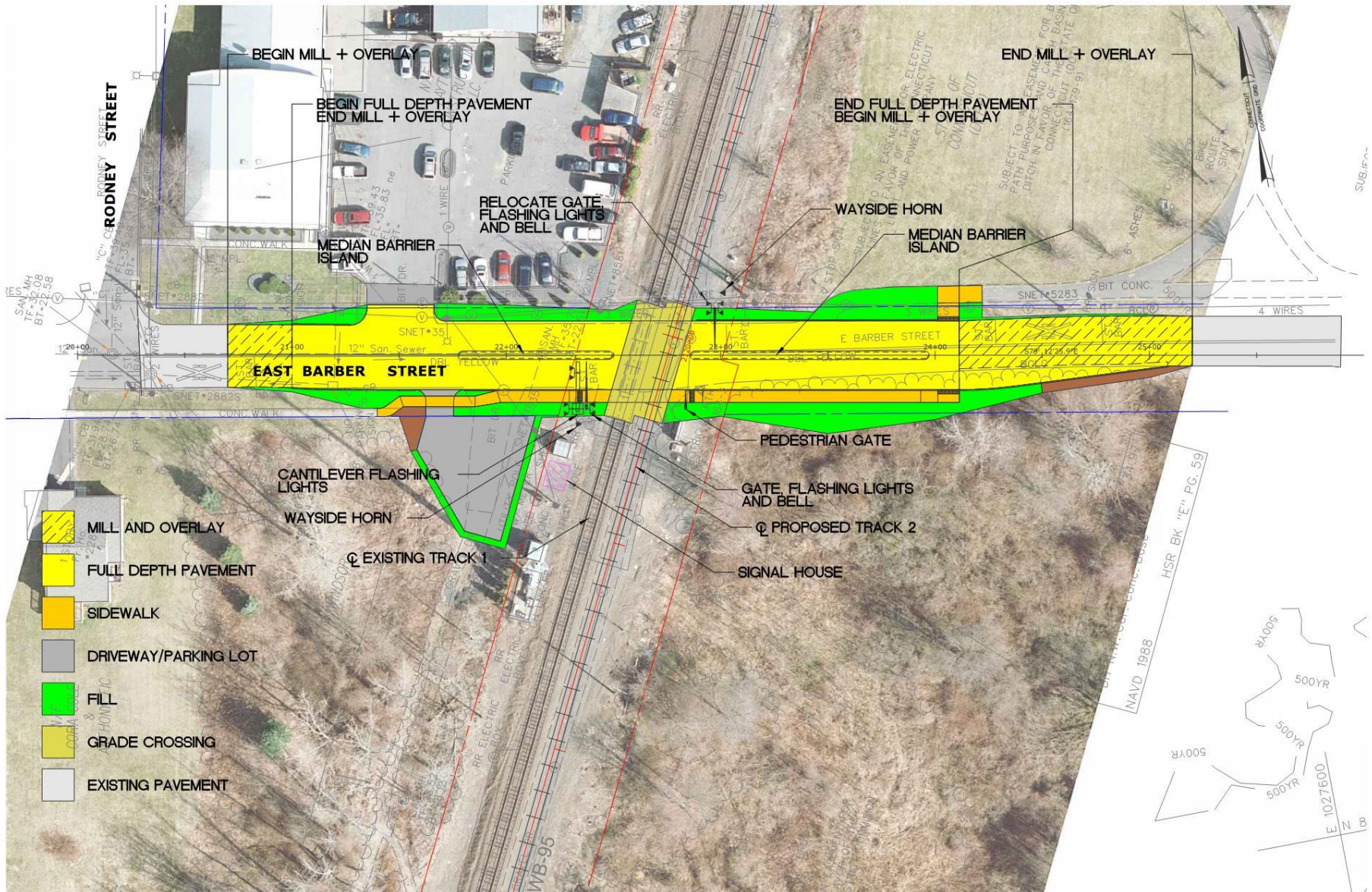
Improvements:

- ▶ Grade crossing being closed
- ▶ 8' high chain link fence installed
- ▶ Cul-de-sac installed
- ▶ Roadway improvements (new roadway, pavement markings and signing)

Detours/Closures:

- ▶ Access to affected driveways to be maintained

East Barber Street Grade Crossing



East Barber Street Grade Crossing

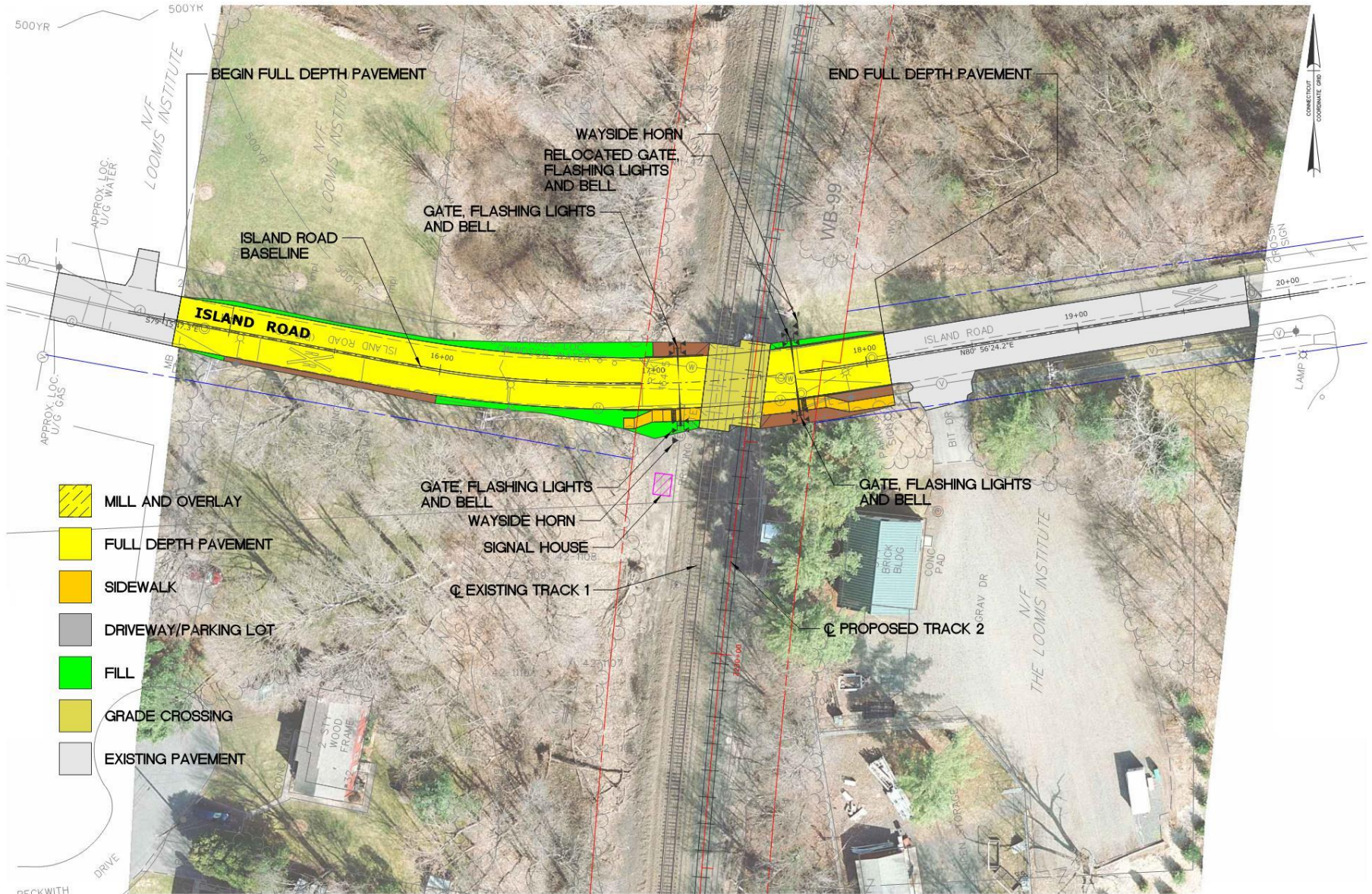
Improvements:

- ▶ Installation of new track panels
- ▶ Relocation of roadway gate arms
- ▶ Wayside horns, pedestrian gate, cantilever flashing lights
- ▶ Median barrier islands
- ▶ Roadway improvements (new roadway, new sidewalk, mill/overlay, pavement markings and signing)

Detours/Closures:

- ▶ Anticipate 4, three-day closures for track work and alternating one way/lane closures to address roadway approaches
- ▶ No detour
- ▶ To be coordinated with CTDEEP

Island Road Grade Crossing



Island Road Grade Crossing

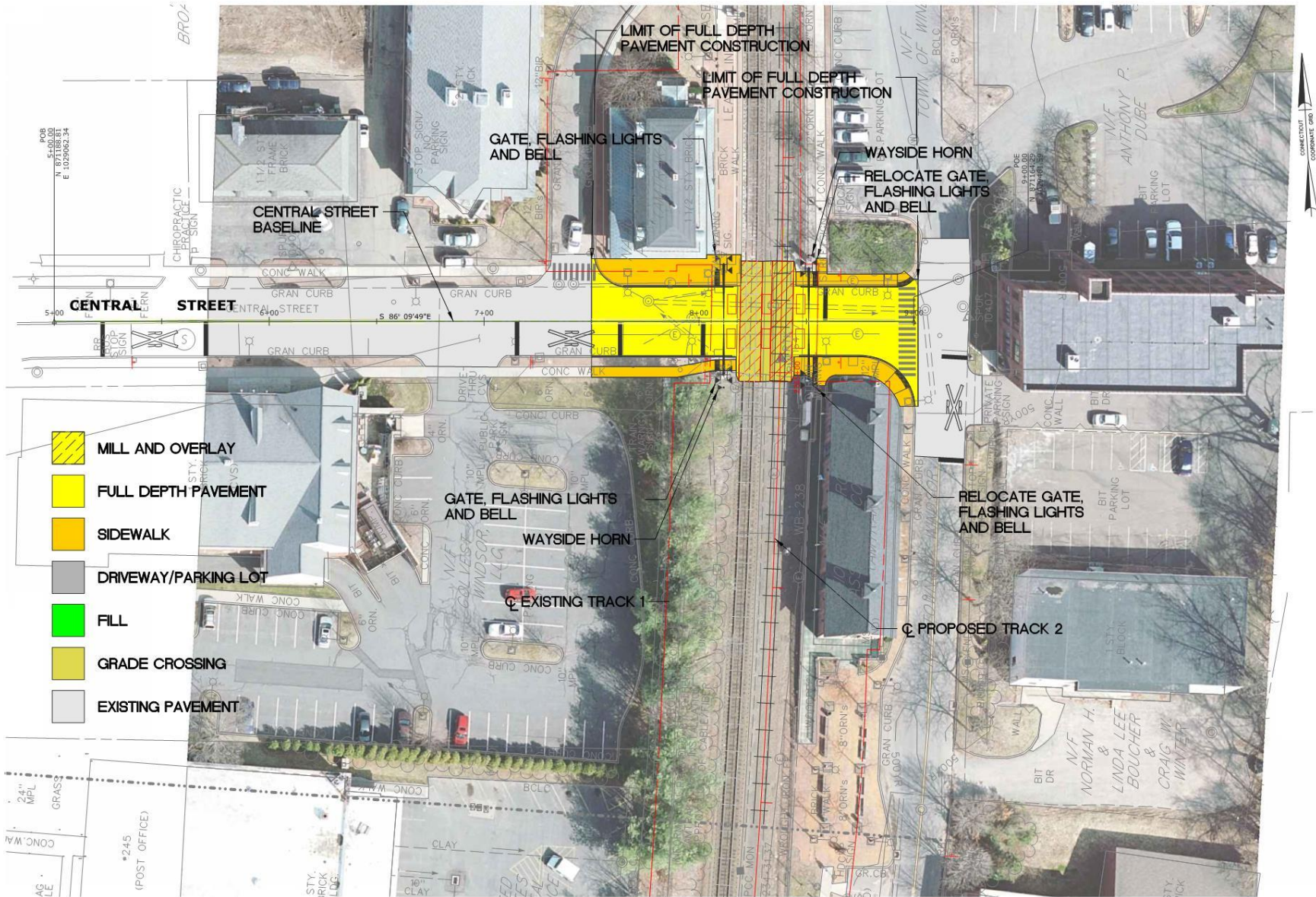
Improvements:

- ▶ Installation of new track panels
- ▶ Quad gates - relocation of 2 roadway gate arms, 2 new roadway gate arms
- ▶ Wayside horns
- ▶ Roadway improvements (new roadway, new sidewalk, pavement markings and signing)

Detours/Closures:

- ▶ Detour route: Broad Street and Batchelder Road
- ▶ Anticipated 4, three-day closures for track work and alternating one way/lane closures to address roadway approaches

Central Street Grade Crossing



Central Street Grade Crossing

Improvements:

- ▶ Installation of new track panels
- ▶ Quad gates to remain - relocation of 2 roadway gate arms
- ▶ Wayside horns
- ▶ Roadway improvements (new roadway, reconstruction of sidewalk, pavement markings and signing)

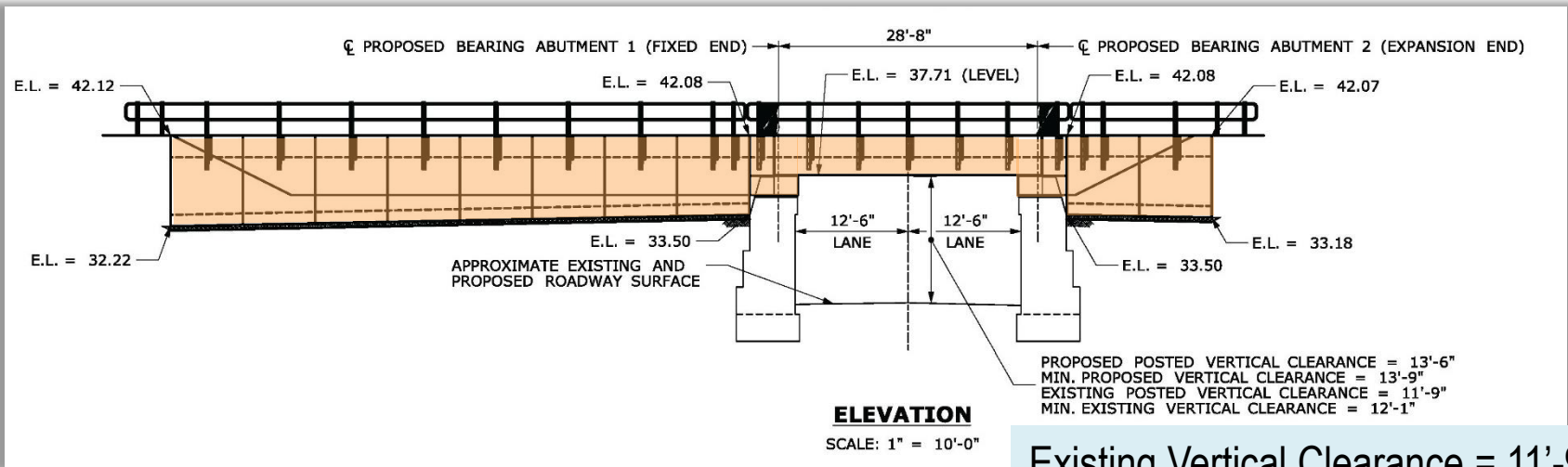
Detours/Closures:

- ▶ Route:
 - Broad Street, Batchelder Road and Mechanic Street – passenger vehicles
 - Broad Street, Island Road, Batchelder Road and Mechanic Street - Trucks
- ▶ Anticipated 4, three-day closures for track work and alternating one way/lane closures to address roadway approaches

Batchelder Road Bridge



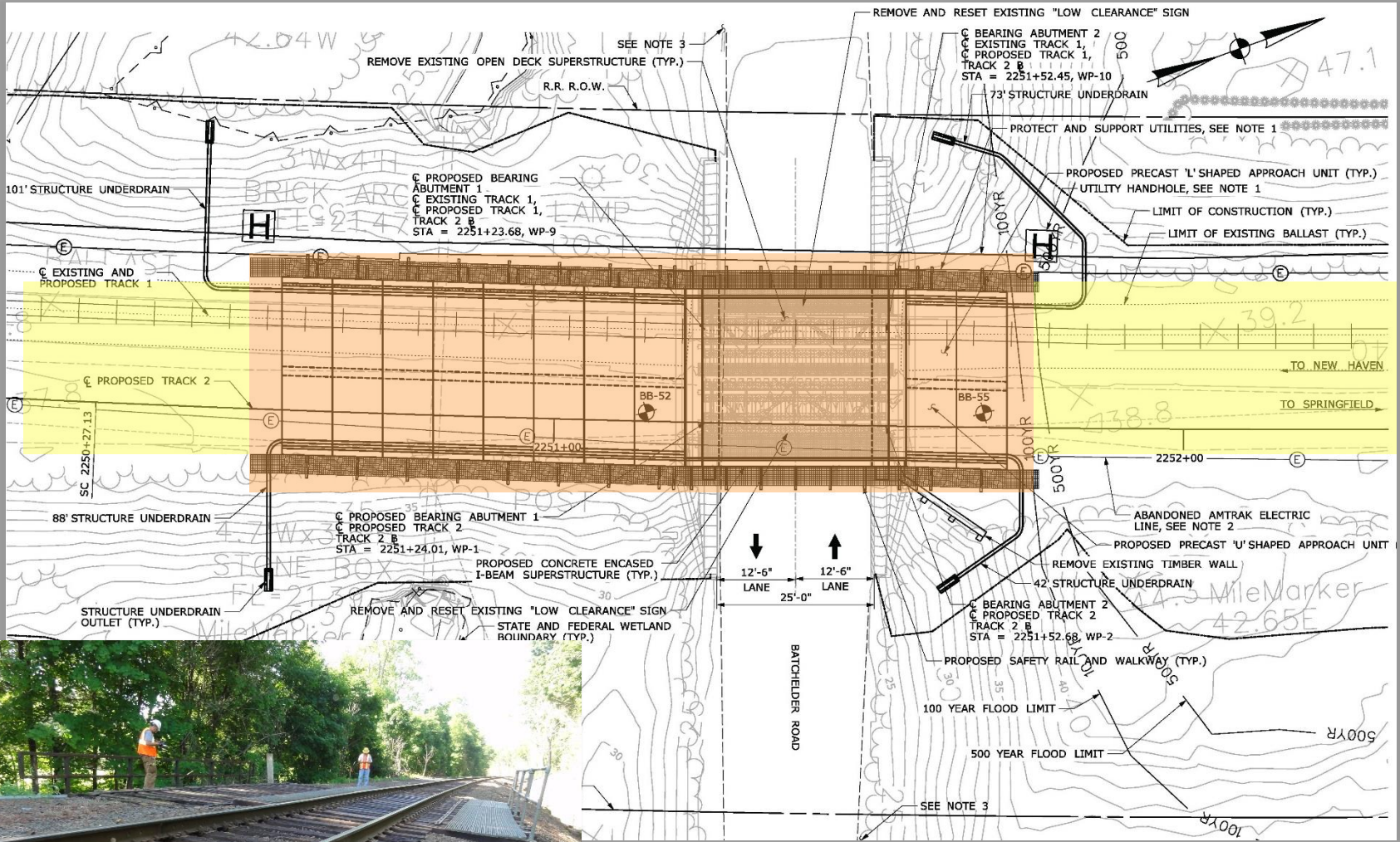
Batchelder Road - Bridge Elevation



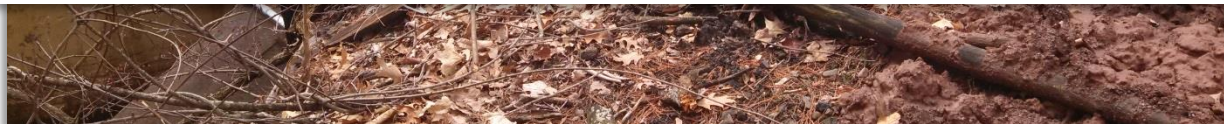
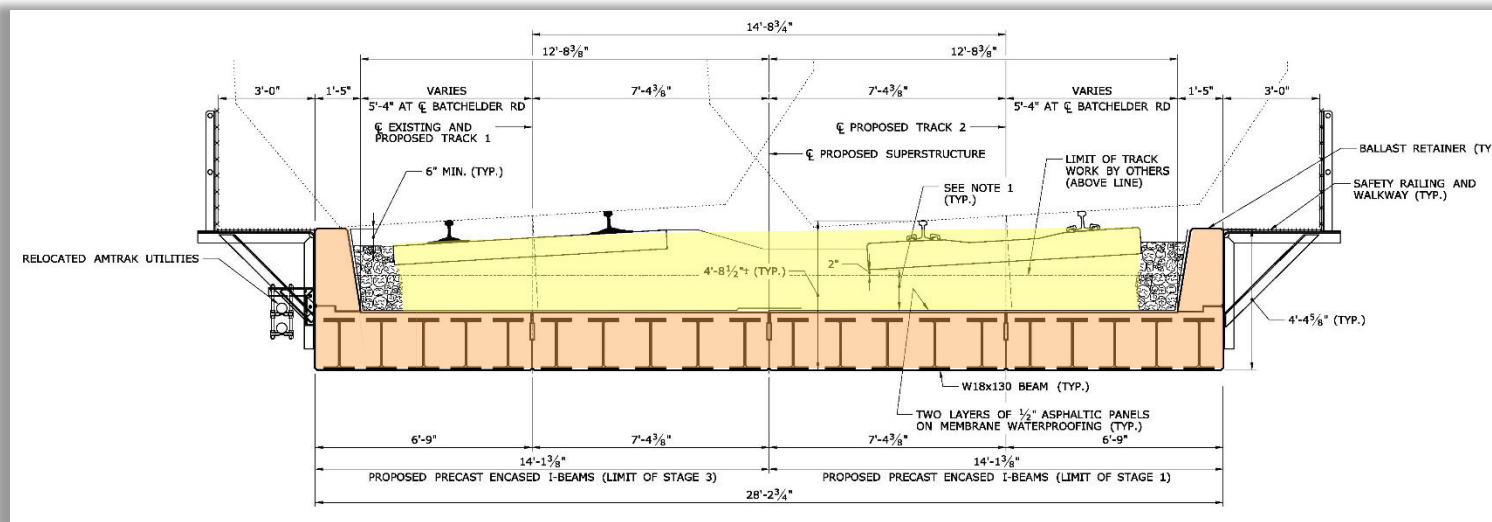
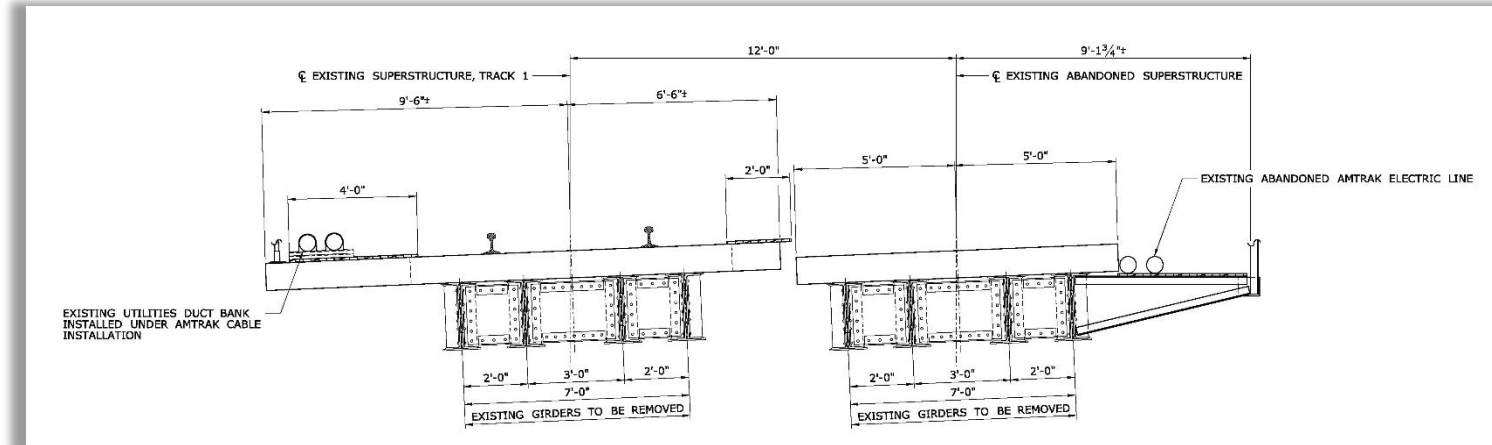
Existing Vertical Clearance = 11'-9"
 Proposed Vertical Clearance = 13'-6"



Batchelder Road - Bridge Plan

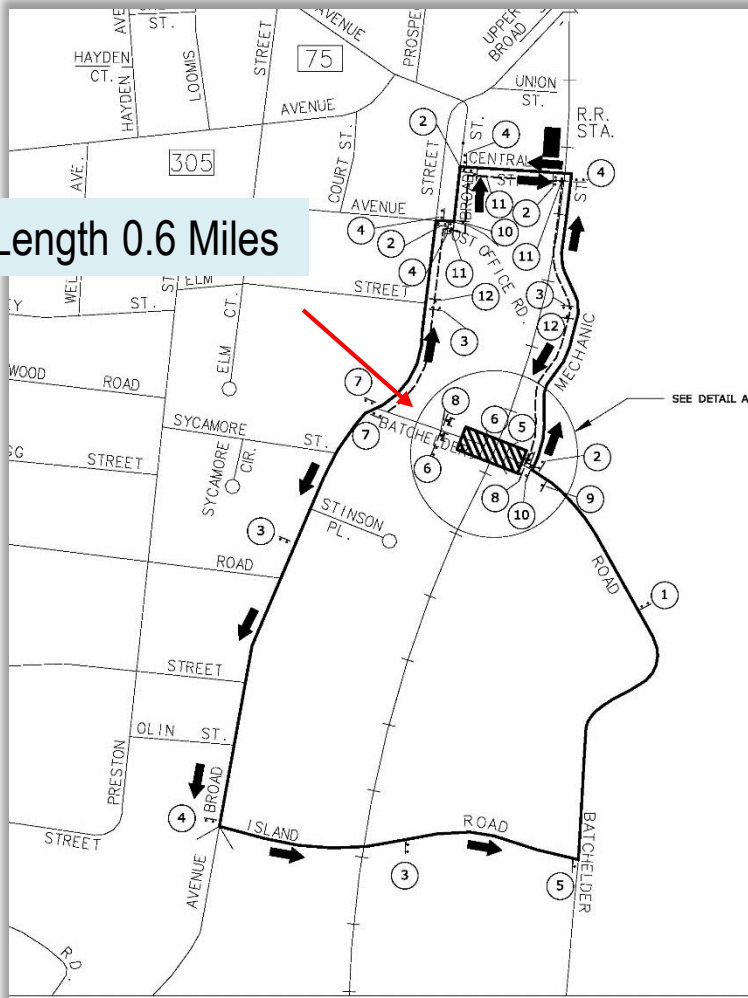


Batchelder Road - Bridge Section

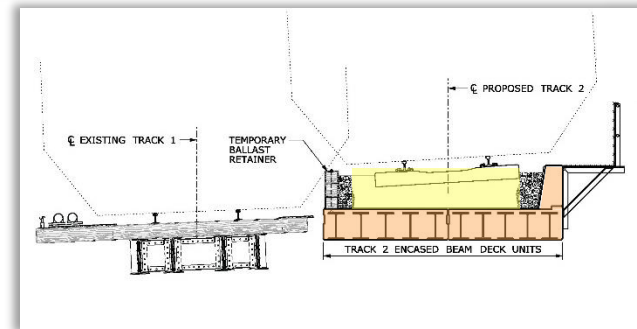
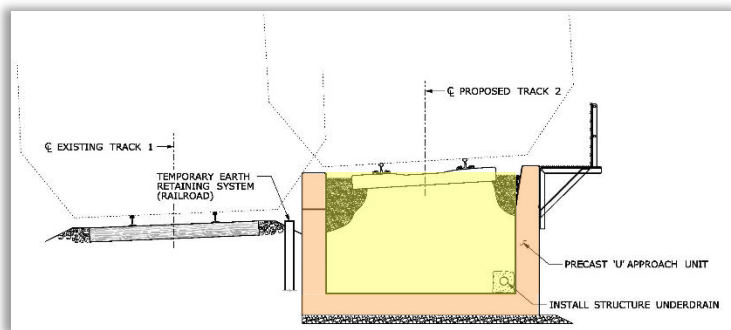
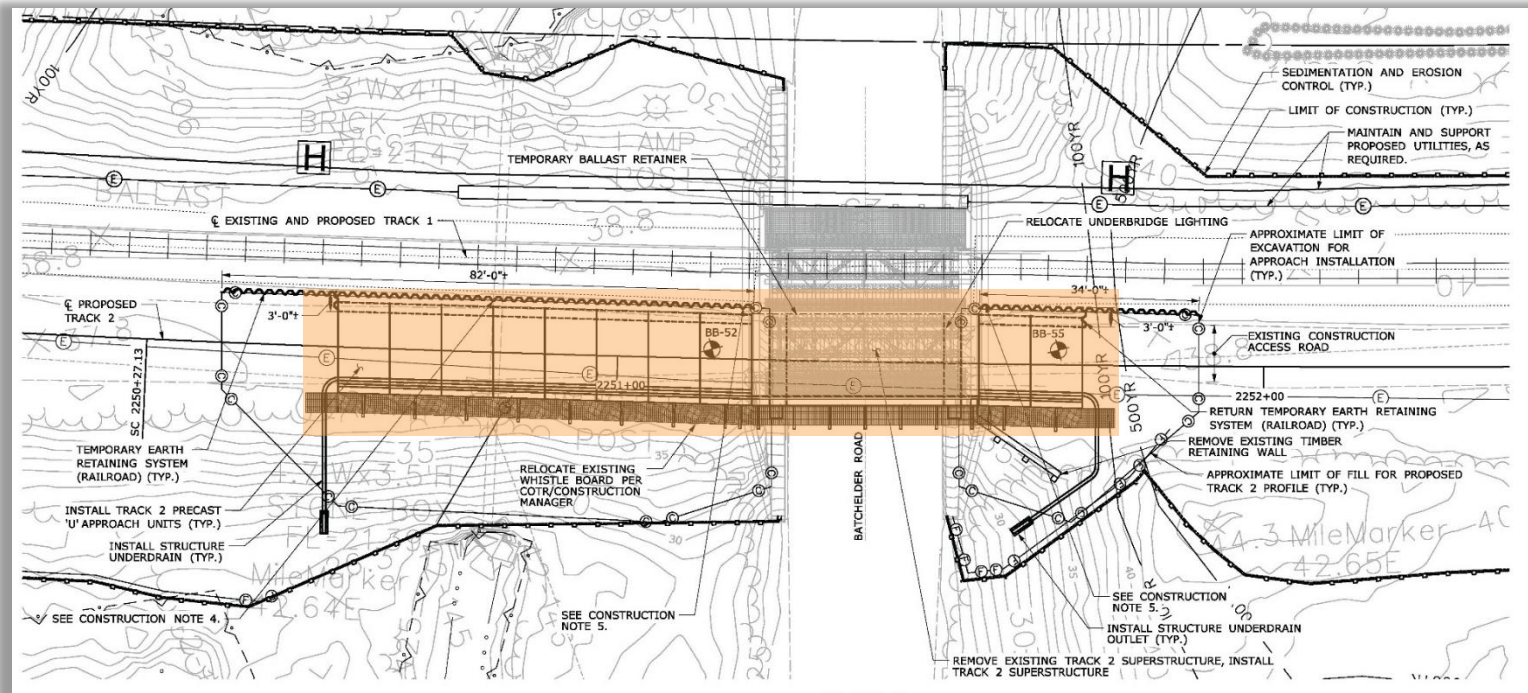


Batchelder Road Bridge Construction Detour Plan

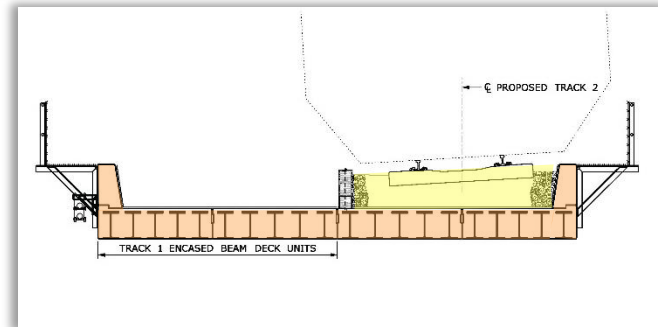
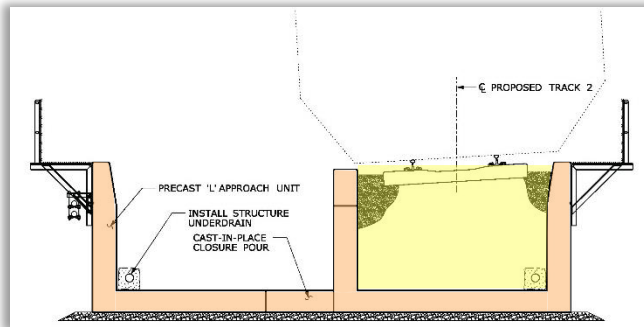
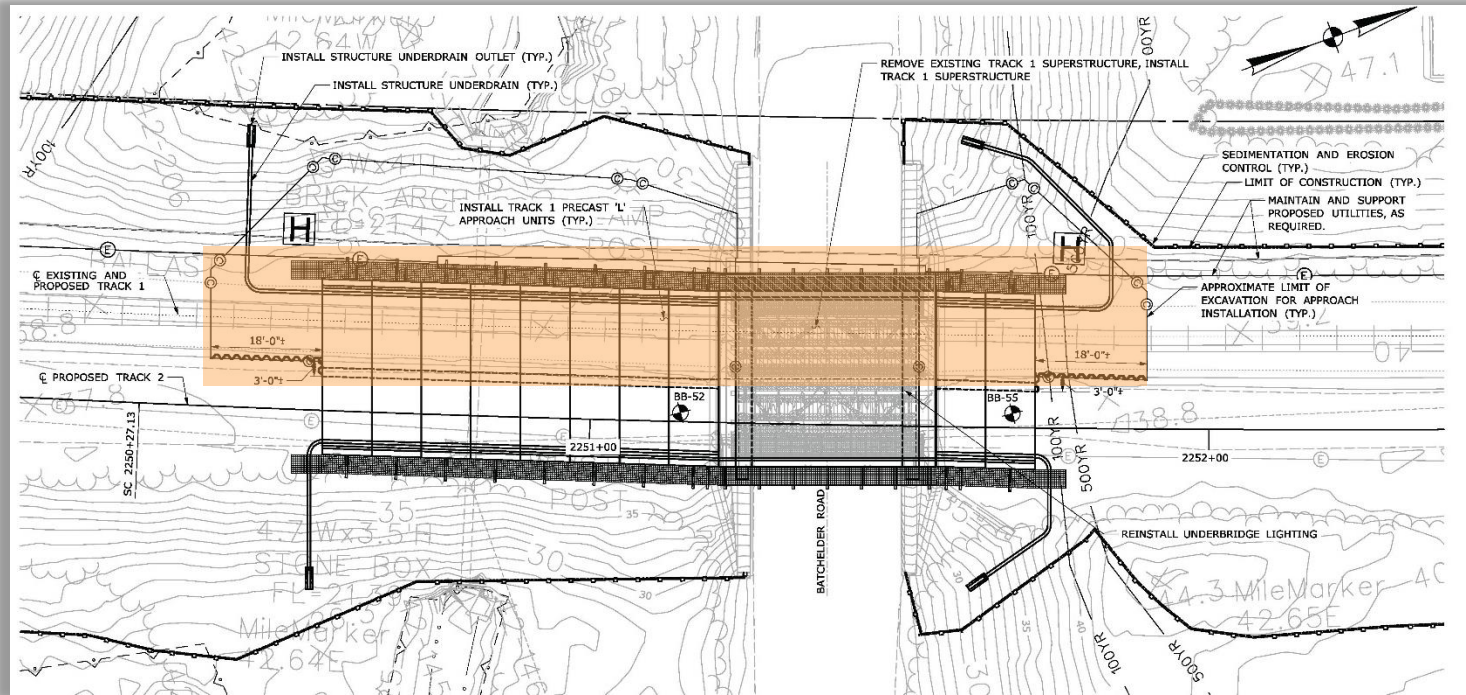
Detour Length 0.6 Miles



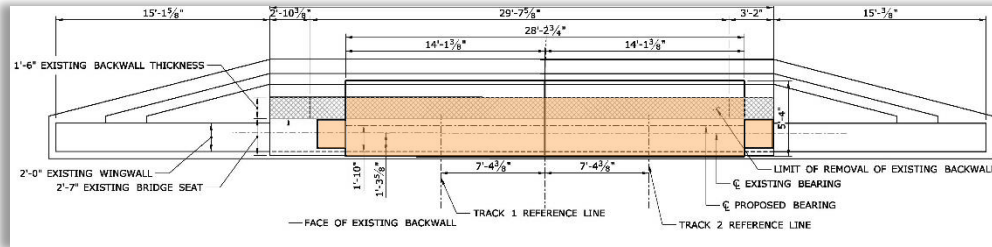
Batchelder Road Bridge Construction Stage 1 – New Track 2



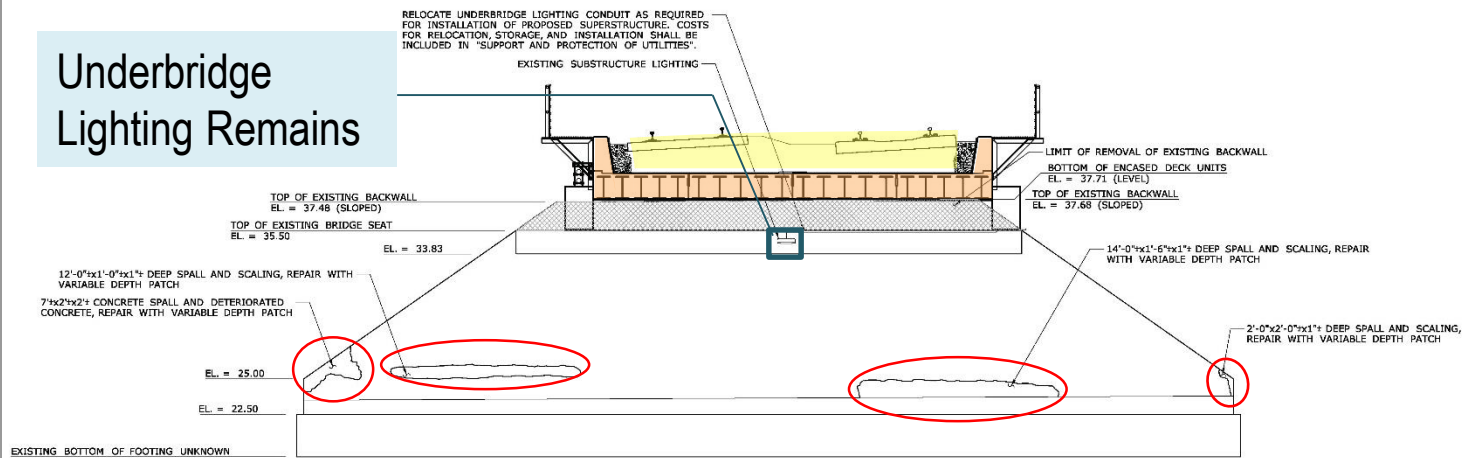
Batchelder Road Bridge Construction Stage 2 - Existing Track



Batchelder Road Bridge Construction Abutment Modifications



Underbridge Lighting Remains



Rights of Way

General Contact Information

Robert W. Ike – CTDOT Office of Rights-of-Way
Phone: (860) 594-2444

Project Coordinator: Tom Melzen



Function

- ▶ **Acquire all property/property rights necessary for the project.**

Property Impacts

- ▶ **Partial Acquisitions**
- ▶ **Easements**
- ▶ **Construction Easements**
- ▶ **Rights**

** Subject to change as design progresses*

Statutory References

- ▶ State of Connecticut

 - C.G.S. Section 13a-73 & 13a-98e

- ▶ Federal

 - Uniform Relocation Assistance and Real Properties Acquisition Act of 1970, as amended.

ROW Process

- ▶ Letter of Intent to acquire
- ▶ Valuation
- ▶ Offer of Compensation
- ▶ Negotiation
- ▶ Acquisition
 - Agreement
 - Condemnation

Timing for Acquisitions

- ▶ All property rights must be acquired by the project advertising date.
- ▶ Current Advertising Date: 8/17/16

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Questions/Comments

Contact Information:

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Bruce Olmstead– Project Manager: (860) 594-3186

Eric Bergeron – Project Engineer: (860) 594-3152

