

# New Haven-Hartford-Springfield Rail Program



**City of Meriden – Public Involvement Meeting**  
**June 18, 2014**

# NHHS Rail Program Recap

## ➤ 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 – 2016

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



# New Haven-Hartford-Springfield Railroad

## Key Dates

### ➤ Design Milestones

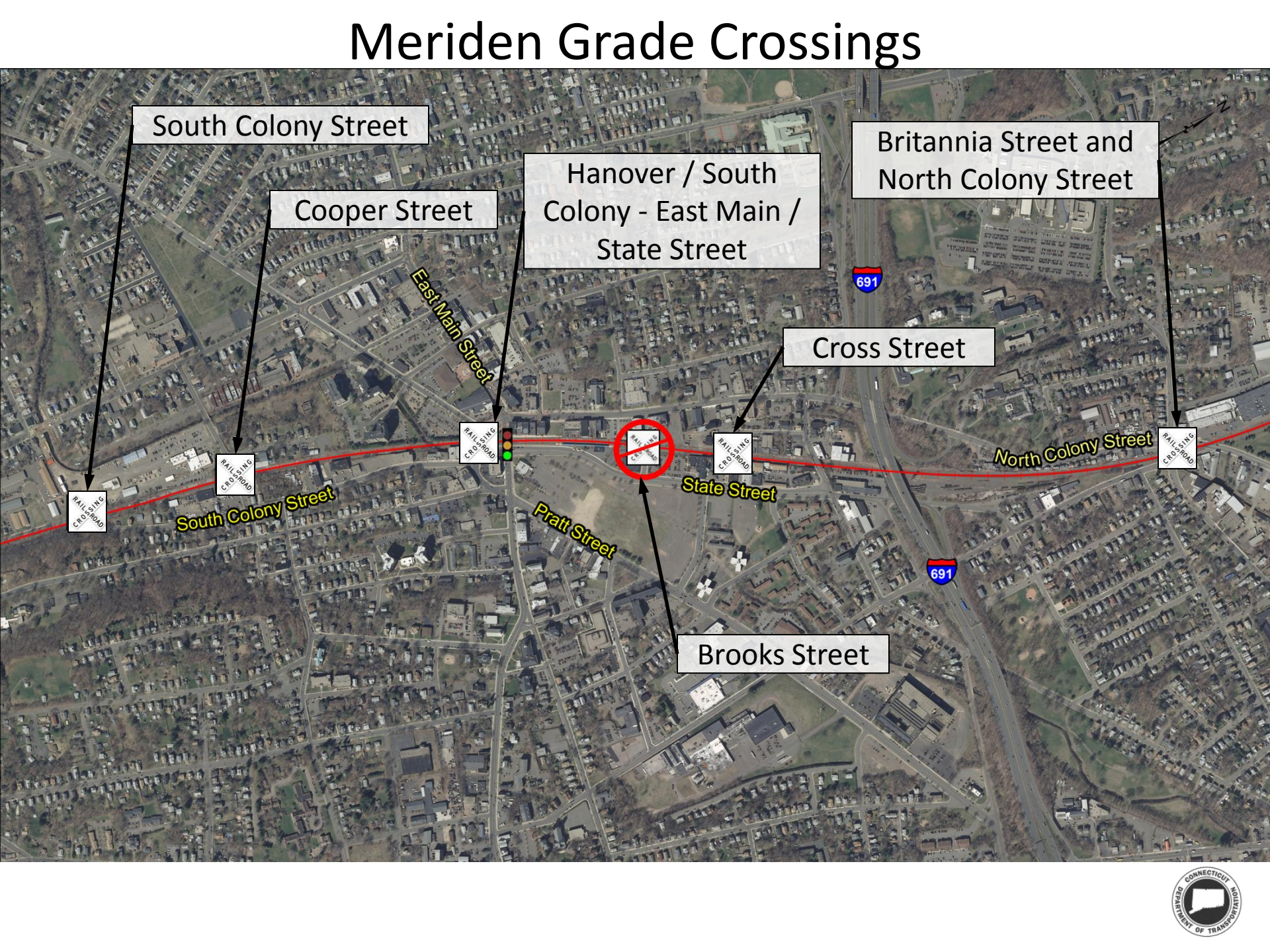
- Design Completion Spring 2014
- Bid Opening Summer 2014

### ➤ Construction Milestones

- Start Construction Fall 2014
- Complete Construction New Haven – Hartford Late 2016
- Start of Enhanced Service Late 2016
- Complete Construction Hartford – Windsor Summer 2017



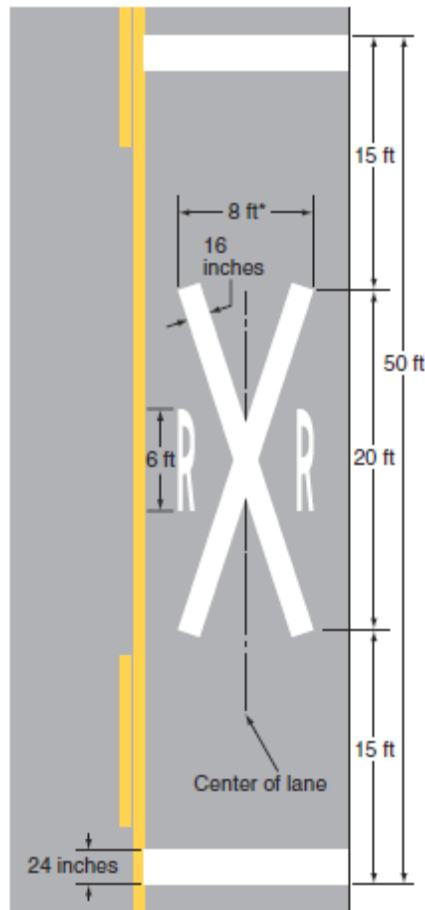


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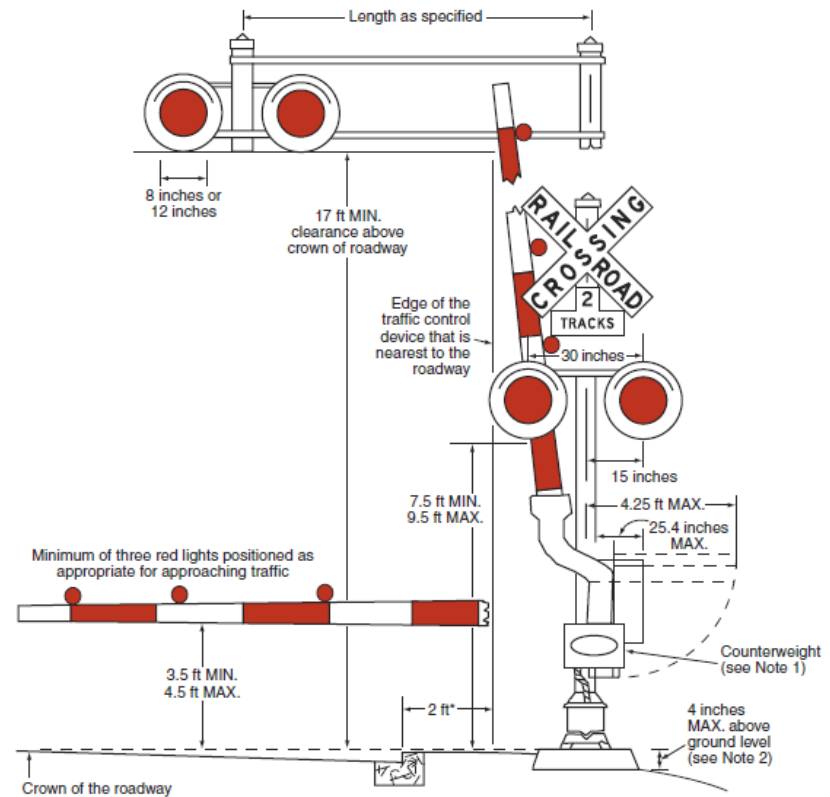


## Grade Crossing Safety Improvements

- Wayside horns
- Pedestrian Gates
- Pavement markings and signing



\*Width may vary according to lane width

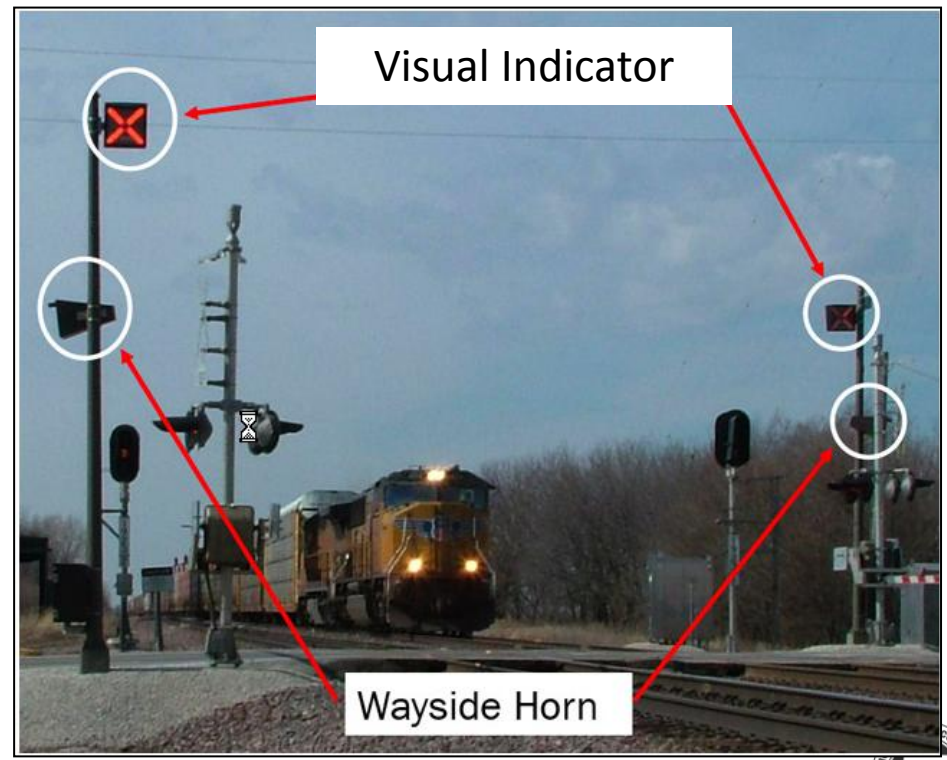
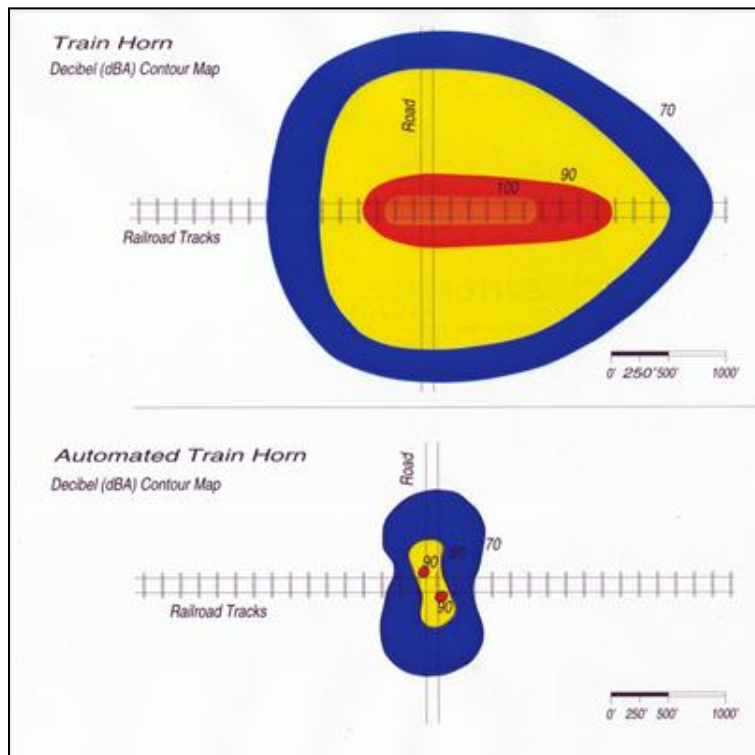


# Train Horn Noise Mitigation Options

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

## Wayside Horn Installations

- [Wayside Horn](#) is 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 of the horn
- 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



# 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 train horn in a zone

### Benefits of Quiet Zone

- Train 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





# Cooper Street Grade Crossing

## **Improvements:**

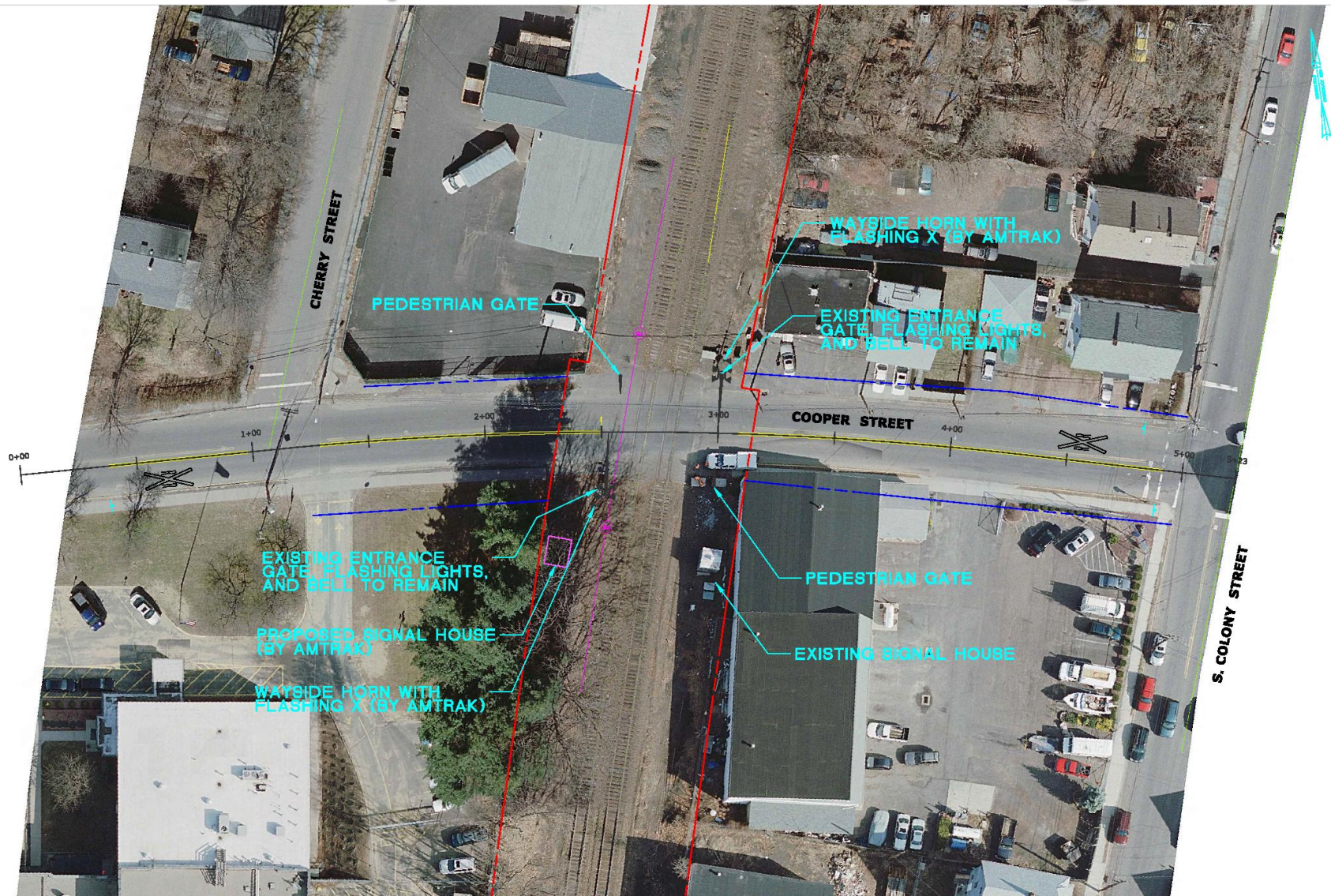
- Pedestrian gate arms
- Wayside horns
- Roadway improvements (pavement markings and signing)

## **Traffic Operations:**

- One additional train during peak hours
- No significant increase in traffic delay



# Cooper Street Grade Crossing



# Hanover and South Colony Street

## **Improvements:**

- Wayside Horn Installation
- Signing and Pavement Markings as needed

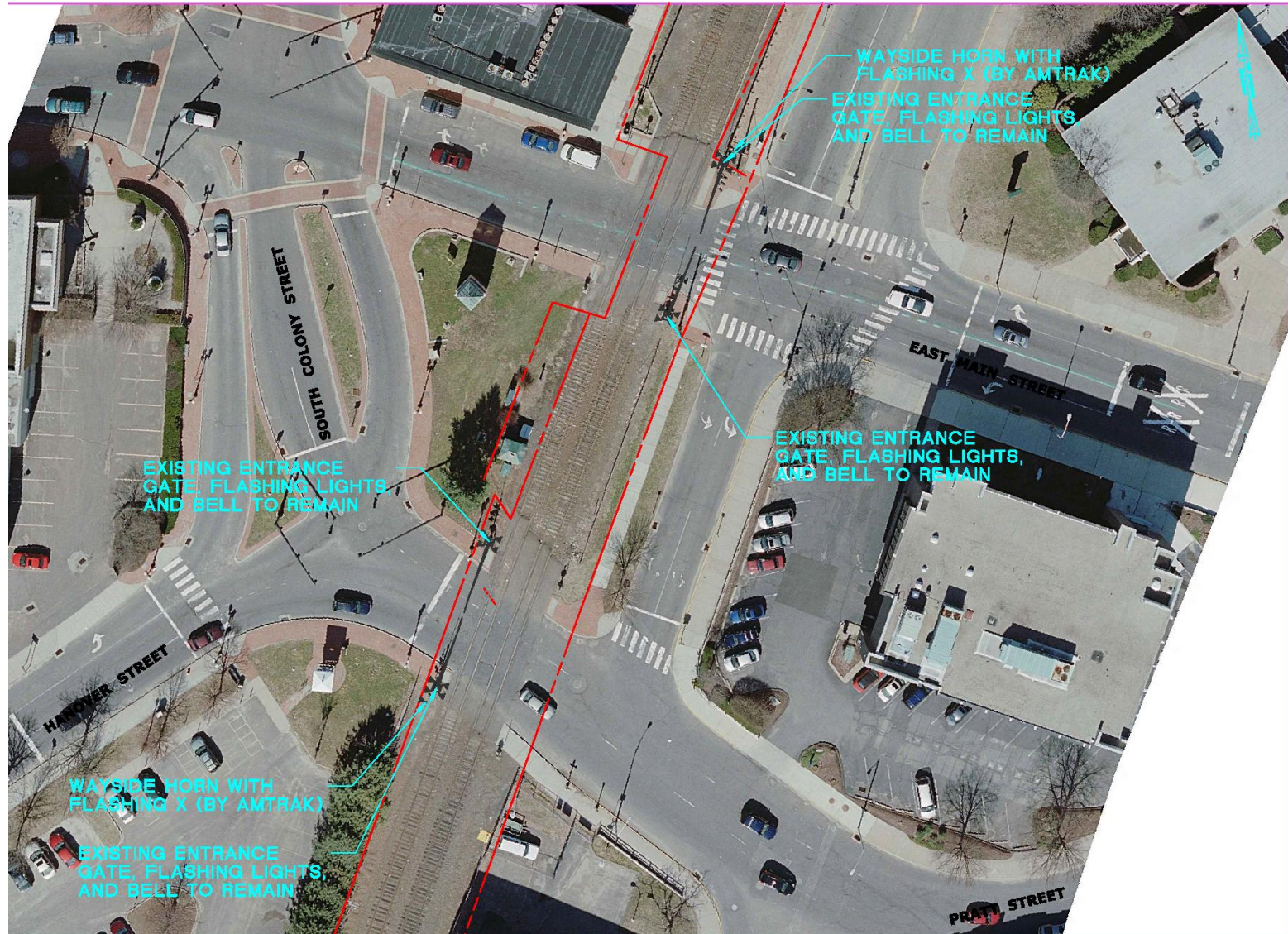
## **Traffic Operations:**

- One additional train during peak hours
- No change in signal timings
- No significant increase in traffic delay





# Hanover and South Colony Street



# East Main Street and State Street Traffic Signal

## Improvements:

- Installation of new traffic signal
- Coordination with Meriden Station project
- Wayside Horn Installation

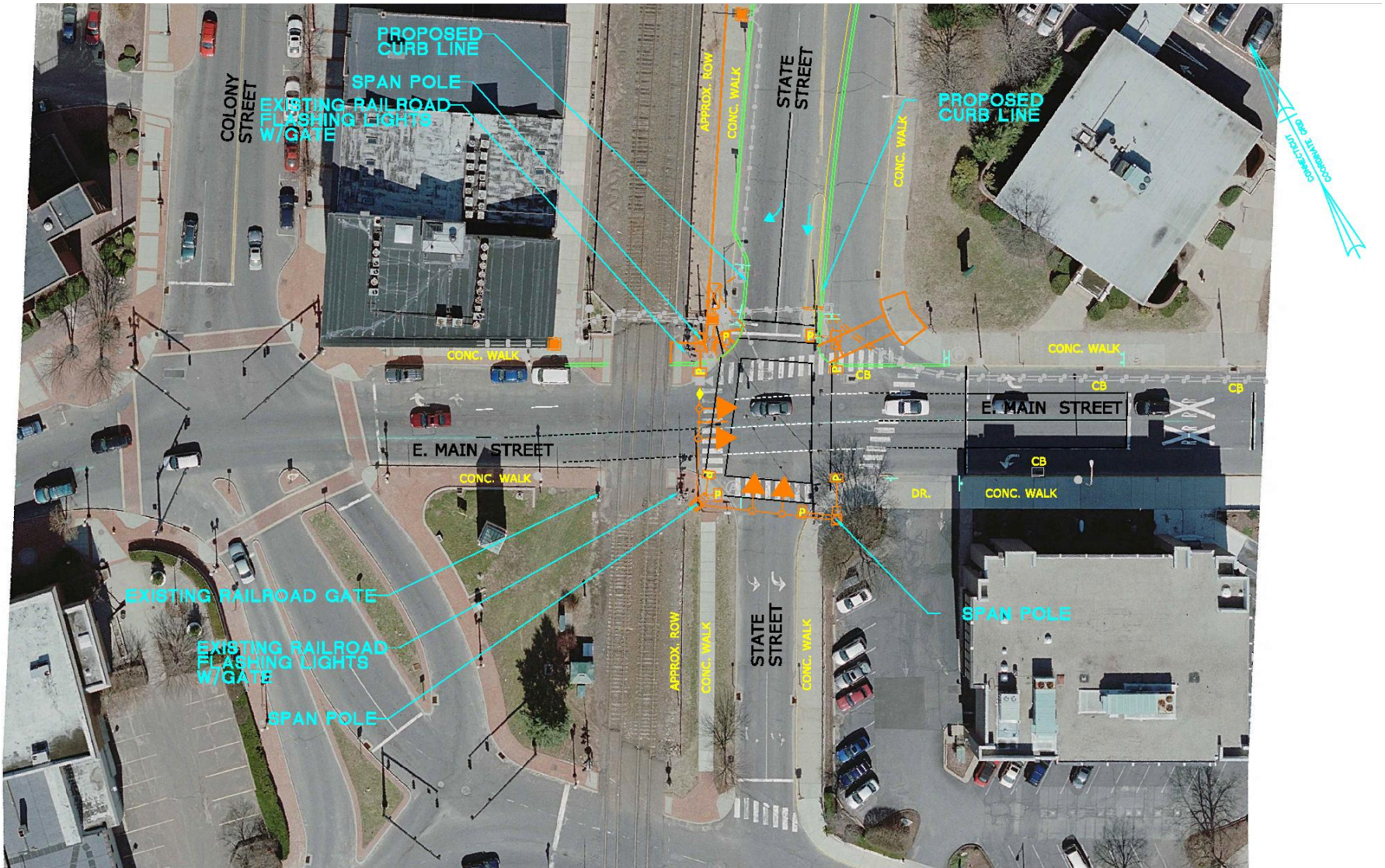
## Traffic Operations:

- One additional train during peak hours
- Improved signal phasing after railroad pre-emption
- No significant increase in traffic delay





# East Main Street and State Street Traffic Signal





# Brooks Street Grade Crossing

## Improvements:

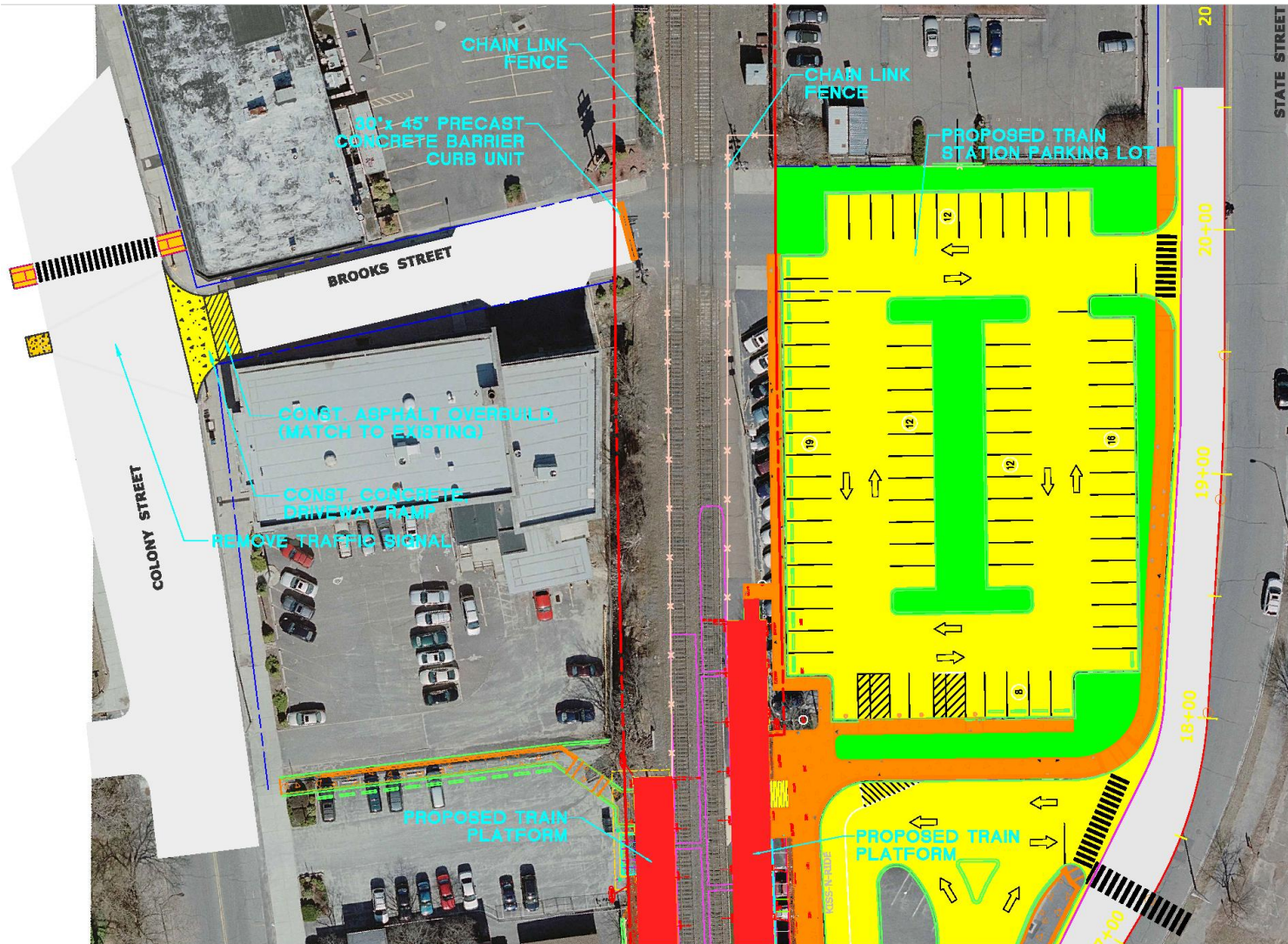
- Grade Crossing to be removed
- Install precast concrete barrier curb
- Reconstruct Brooks Street at intersection with Colony Street (sidewalk improvements)
- Removal of traffic signal at intersection with Colony Street

## Traffic Operations:

- Existing driveway access to be maintained



# Brooks Street Grade Crossing



# Cross Street Grade Crossing

## **Improvements:**

- Relocation of gate and sidewalk arms
- Wayside horns
- Roadway improvements (pavement markings and signing)

## **Traffic Operations:**

- One additional train during peak hours
- No significant increase in traffic delay



# Cross Street Grade Crossing



# Britannia Street & North Colony Street Grade Crossing

## **Improvements:**

- Relocation of gate and sidewalk arms
- Wayside horns
- Internally illuminated sign
- Roadway improvements (pavement markings and signing)

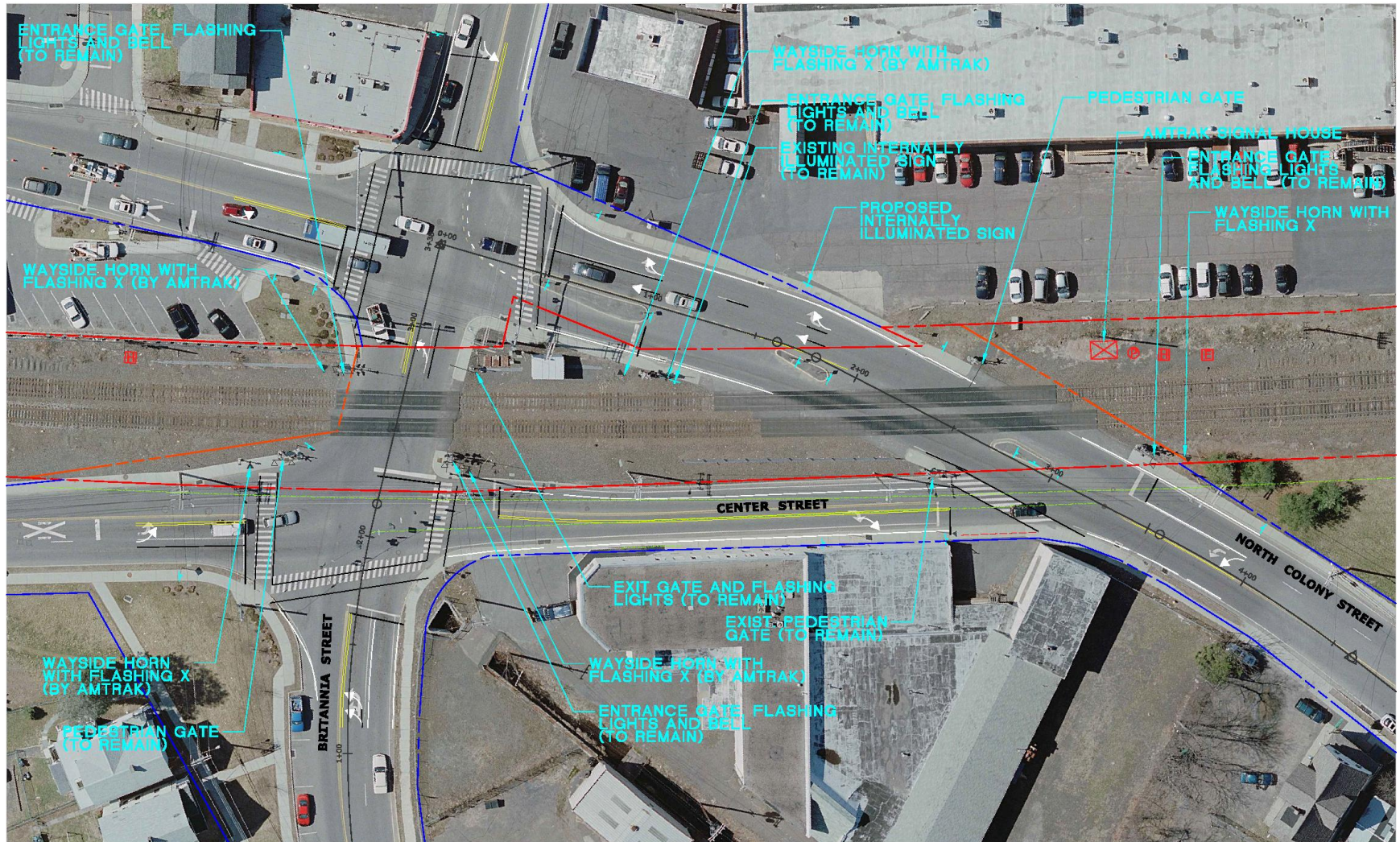
## **Traffic Operations:**

- One additional train during peak hours
- Existing railroad clearance phasing/time to remain the same
- Existing train speeds to remain the same
- No significant increase in traffic delay





# Britannia Street & North Colony Street Grade Crossing





# **Rights of Way and General Contact Information**

Steve Degen – CTDOT Office of Rights-of-Way

Phone: (860) 594-2579



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# Questions?

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