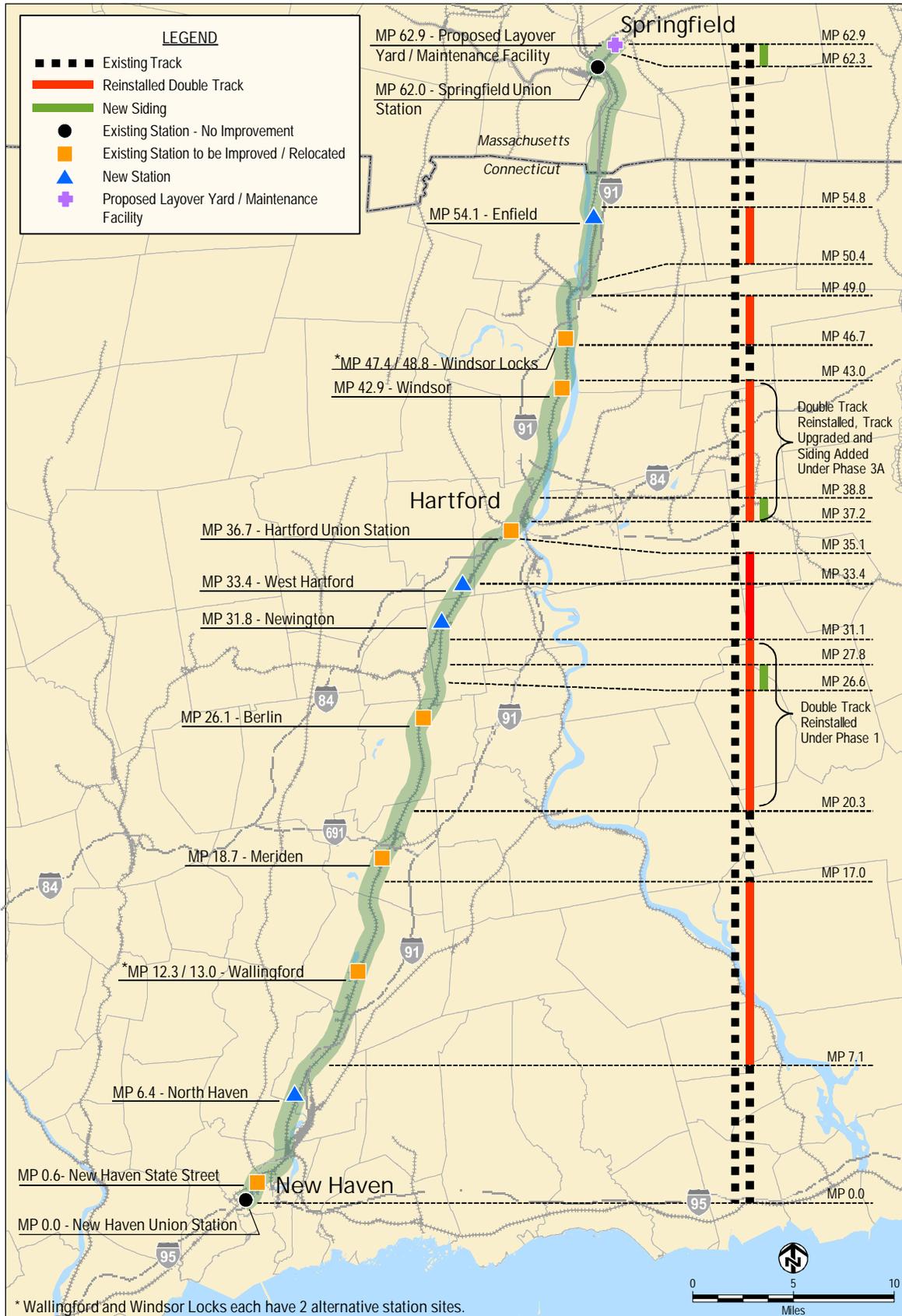


NHHS Rail Corridor and Proposed Improvements



Summary of Key Impacts

<i>Environmental Resource</i>	<i>Potential Impacts and Benefits</i>	<i>Proposed Mitigation</i>
<i>Physical Environment: Noise and Vibration</i>	Horn noise will not be louder but more frequent and may cause severe and moderate noise impacts.	Establishing Quiet Zones for severe and moderate horn noise impacts which eliminate horn usage in designated areas.
<i>Physical Environment: Floodways, Floodplains and Stream Channels</i>	Floodway, floodplain, and stream channel encroachment.	Coordination with CTDEEP and compliance with all federal requirements.
<i>Natural Environment: Critical Environmental Areas and Threatened and Endangered Species</i>	Listed species and/or their habitats occur in Connecticut in the vicinity of proposed project improvements.	Work will be within existing railroad right-of-way minimizing potential risk to critical habitats and associated species. Further coordination with USFWS and CTDEEP will occur throughout design and construction.
<i>Natural Environment: Wetlands</i>	Potential impacts to approximately 4 acres of wetlands from various project improvements.	Minimize expansion of right-of-way and potential mitigation through CTDEEP and USACE permitting process and appropriate compensatory mitigation.
<i>Natural Environment: Prime Farmlands and Farmlands of Statewide Importance</i>	Potential impacts to approximately 4 acres of prime farmland and farmlands of statewide importance along the 62 mile corridor.	Application of the Natural Resources Conservation Service (NRCS) Farmland Conversion Impact Rating Form, and compensatory mitigation.
<i>Human Environment: Socioeconomics</i>	Potential impacts would be beneficial, including construction and long-term job creation and induced development near stations. Connections to livable communities along corridor.	N/A
<i>Human Environment: Property Acquisitions and Displacements</i>	Potential property acquisitions which would be consistent with local development plans.	Uniform Relocation Act will apply to any property acquisition or taking.
<i>Human Environment: Cultural Resources and Section 4(f)</i>	The entire corridor is eligible for listing on the Nation Register of Historic Places (NRHP) as a thematically linked historic district.	Further evaluation of the potential impacts will be completed as stipulated in the Programmatic Agreement.
<i>Human Environment: Transportation/Traffic</i>	Potential traffic "level-of-service" impacts due to the increased number of trains and increased station traffic at some grade crossings and at intersections near stations. Provides fast and convenient regional transportation system	Traffic congestion will be mitigated with traffic signal timing and intersection improvements.

Improvements at Grade Crossings



Typical Grade Crossing with a Center Median



Commercial Street At-Grade Crossing in Braintree, MA with Flashing Lights and Four-Quadrant Gates



A Four-Quadrant At-Grade Crossing Intertied with a Traffic Signal in a Quiet Zone at Hersey St., Hingham, MA



100th Street At-Grade Crossing in Lakewood, WA Upgraded with Center Curb Median, Wayside Horns, and Flashing Lights and Gates



A Four-Quadrant At-Grade Crossing Intertied with a Traffic Signal in a Quiet Zone at South St., Hingham, MA

Service Plan Summary



- ▶ 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
 - Hourly off-peak service
- ▶ Start-up Service – 2016
 - 17 Round Trip Trains
 - 45 minute frequency in the peak hour, hourly off-peak
 - Bi-directional service south of Hartford



Guilford Station

