

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED INTERCITY RAIL PROJECT



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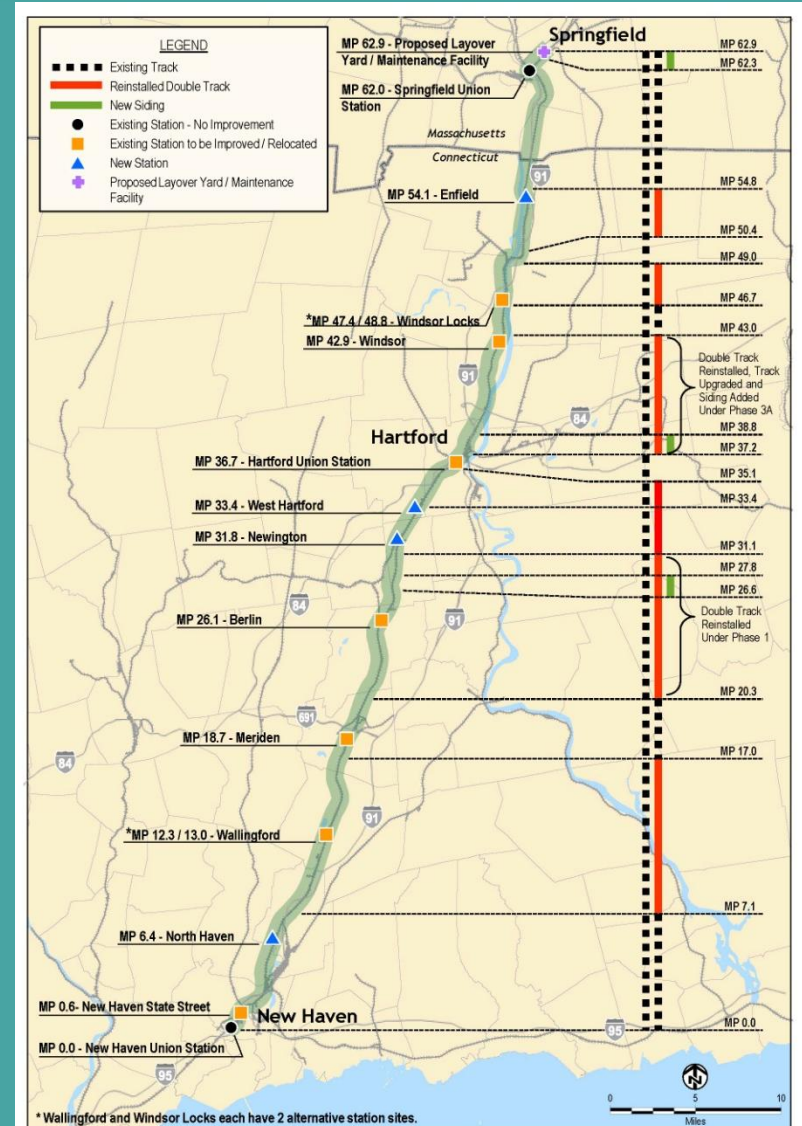
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2013 Rail Conference



EXISTING CONDITIONS

- 62 mile Amtrak corridor
- Only 1/3 double track
- Six daily passenger round trips
- Nine freight trips
- 36 daily NEC trains near New Haven



BACKGROUND AND LONG RANGE VISION

- 2003 CTDOT began a commuter rail study.
- 2008 CTDOT began commuter rail EA.
- 2010 New England states developed a 2030 vision.
 - 25 New Haven to Springfield daily round trips.
 - Unrestricted freight growth.
 - Convenient intermodal connections.



WATERSHED EVENTS

- Major stakeholder support – federal, regional, state, and local
- ARRA/HSIPR funding and Connecticut bonding commitment.
- 2020 Service Plan (Scaled back 2030 vision) improved the infrastructure to support
 - Up to 17 daily round trips.
 - Provide freight growth.
 - Ridership and benefit projections justified the capital cost.

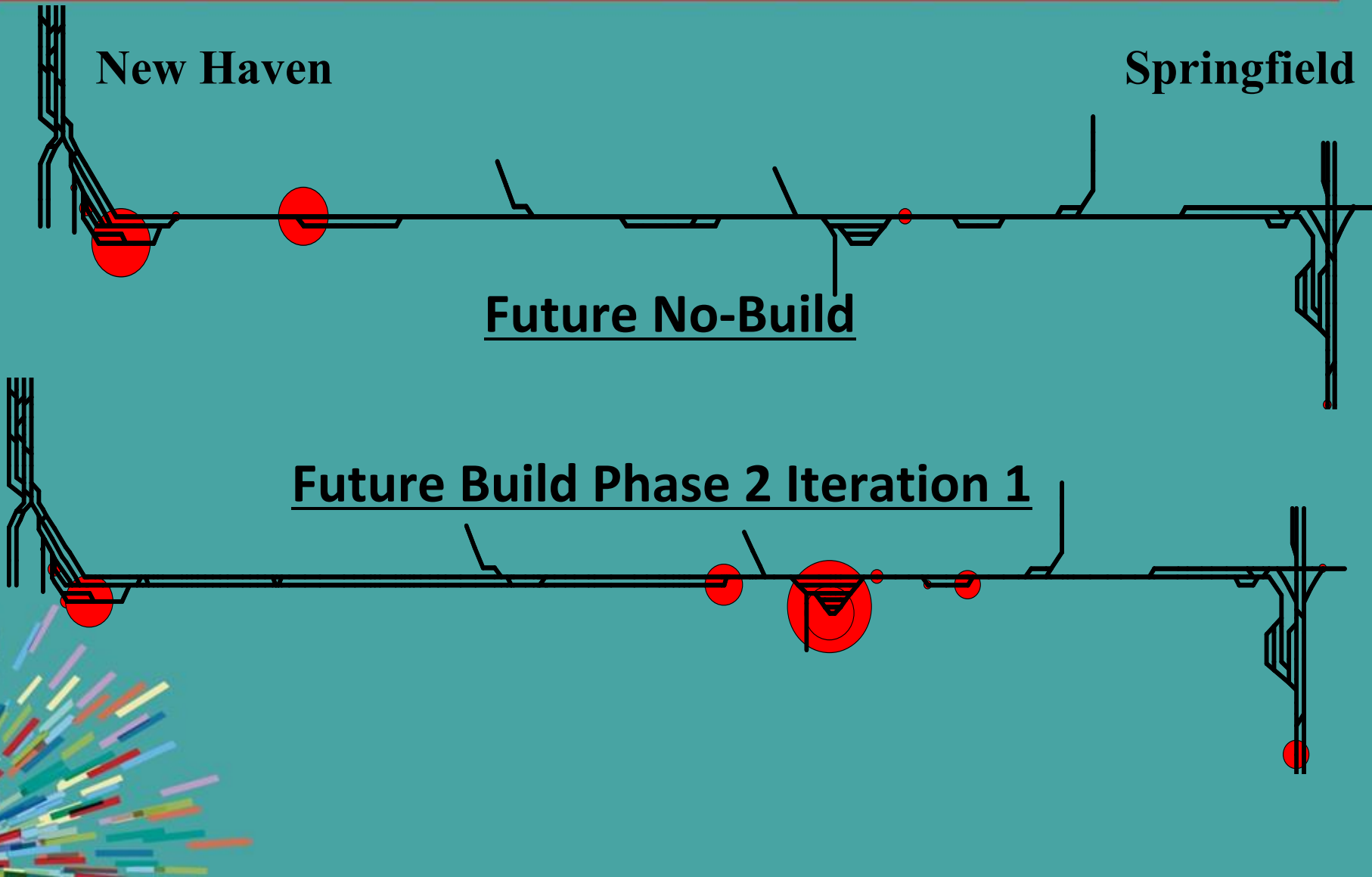


Infrastructure Capacity Analysis Model Year 2030

- RTC railroad modeling projected
 - No appreciable increase in freight delay (minutes per 100 miles).
 - 90% on-time performance of passenger trains.



Location and Total Amount of Delays Model Year 2030



Location and Total Amount of Delays Model Year 2030

New Haven


Springfield

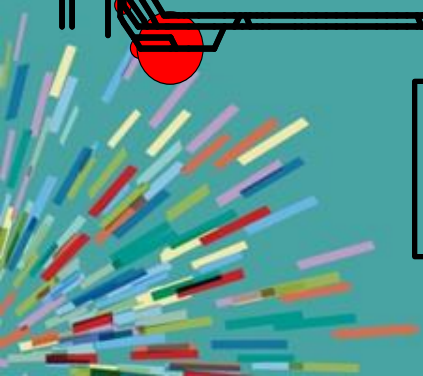
Future Build Phase 2 Iteration

2A

Future Build Phase 2 Iteration

2B

 Average Total Delay per
Week in Minutes
(Radius proportional to Delay)
180 Minutes (3 Hours)



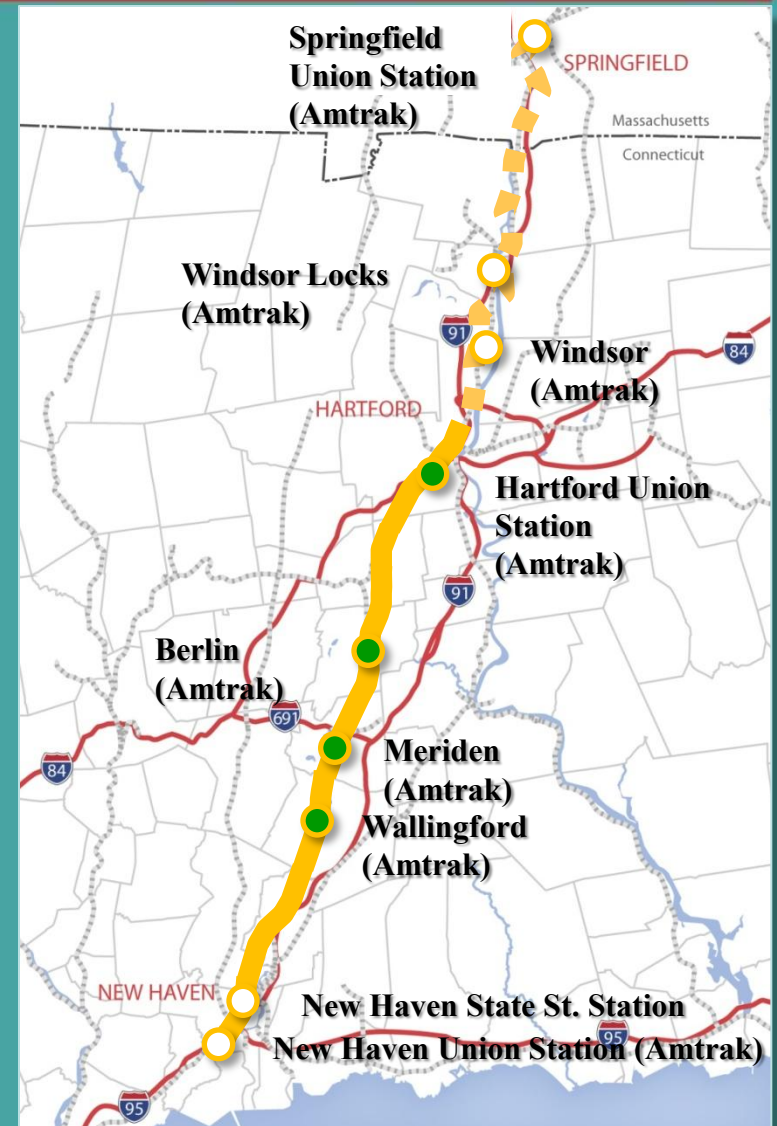
Advancing the Project Funding in Phases

- Preliminary Program Cost: \$647 Million
 - Did not include: new stations, new equipment, upgrades to the CT River Bridge or Hartford Viaduct
- FRA Funding Awards and State Matching Bond Proceeds
 - Meriden-Berlin: \$40 Million FRA, \$20 Million State
 - New Haven-Hartford: \$121 Million FRA, \$142 Million State
 - Hartford-Windsor: \$30 Million FRA, \$13 Million State
- \$366 Million total funding available



Funded Phases 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



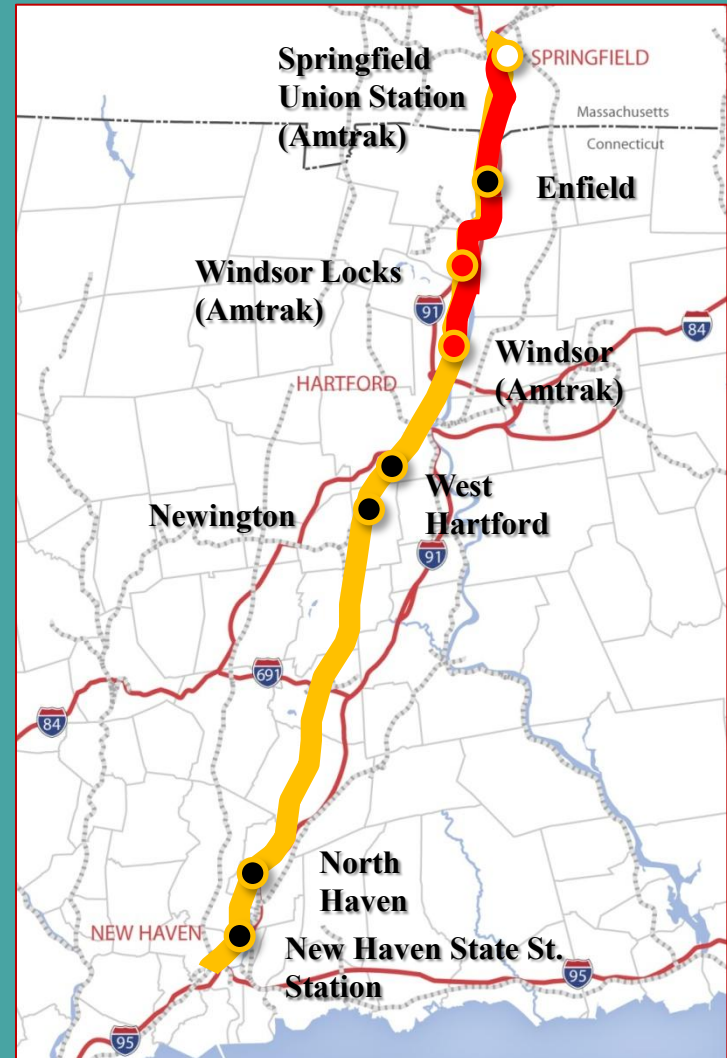
2016 Start-up Service

- 17 Round trip trains per day: New Haven-Hartford
- 12 Round trip trains per day: Hartford-Springfield
- Additional Service to Holyoke, North Hampton, and Greenfield along the Knowledge Corridor
- 45 Minute peak hour service
- Hourly off peak service



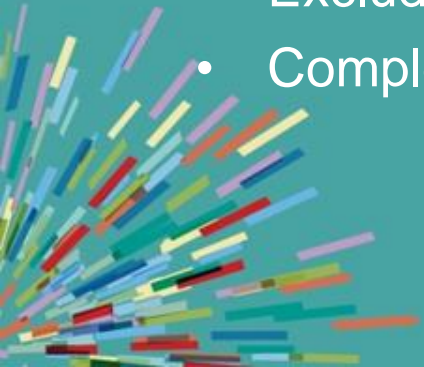
Future Phases

- Phase 3B: Windsor-Springfield
 - Complete double track
 - Station upgrades at Windsor and Windsor Locks
- Phase 4: Regional Rail Upgrades
 - Add four new stations at State St., North Haven, Newington, West Hartford, and Enfield
 - New equipment
- Phase 5: Repairs to the Hartford Viaduct and CT River Bridge



Environmental Clearance

- Phases 1 and 3a obligated using a Categorical Exclusion
 - ARRA Funding
- Phase 2 required a full Environmental Assessment
 - Implementing grant for the expanded service
 - Tier 1 Service Level document for the entire corridor New Haven-Springfield
 - Culminated in a FONSI for the portion of the project that is currently funded
 - Included Regional Rail improvements
 - Excluded CT River Bridge and Hartford Viaduct
 - Completed in 18 months



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

