

PROJECT

# Hartford Line Rail Program: Double Track (Phase 3B-Contracts 1 thru 3)

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT  
**Interested Parties:** Amtrak  
**Project Type:** Improvement  
**Benefit:** Shared intercity-commuter

## General Project Information

**Full Project Scope**

The program is being progressed in phases to rebuild and upgrade infrastructure between New Haven, CT and Springfield, MA. The final phases, not yet funded for construction, include adding a second track between Hartford and Enfield, rehabilitating or replacing many bridges and culverts, and improving stations at Windsor and Windsor Locks. The program also includes costs associated with replacing the elevated track structure through Hartford and the Connecticut River Bridge in Windsor Locks. Contract #1 – West Hartford to Hartford (MP 33.4 to MP 35.1 - Removal of existing freight siding and installation of 1.7 miles of second track in West Hartford between “Wood” and “Park” interlockings.) The proposed Track 2 installation would begin at the existing “Wood” interlocking and extend north for approximately 1.7 miles to a point just south of the Park Street railroad bridge in Hartford at the existing “Park” interlocking. The infrastructure improvements will consist of Track 2, track drainage swales, underdrains, existing culvert extensions and rehabilitations, grade crossing improvements, retaining walls, and reconnections to existing commercial/industrial sidings. The existing Track 1 would need to be shifted west to allow for the construction of Track 2 with a separation distance of 15 feet. This track shift would necessitate the relocation of the existing Cable Plow infrastructure adjacent to Track 1. A new turnout would be installed on Track 1 for the Track 2 connection just south of the Park Street Bridge. Contract #2 – Windsor to Windsor Locks (MP 46.2 to 48.6 - Installation of 2.4 miles of second track between Windsor and Windsor Locks) The proposed Track 2 installation would begin at the “Hayden” interlocking in Windsor and extend north for approximately 2.4 miles to a point where it connects to the planned Track 2 installation at the Windsor Locks Station. One significant improvement would be the shifting of existing Track 1 to the west which would allow the proposed Track 2 to be installed a sufficient distance away from the existing Windsor Locks Canal Wall to avoid adding train loads on this historic structure. To accommodate this track shift, a portion of State Route 159 would need to be shifted and modified and the existing Cable Plow infrastructure would require relocation. The proposed infrastructure improvements would include track, signal upgrades, track drainage swales, underdrains, existing culvert extensions and rehabilitations, grade crossing improvements and the reconnecting of existing commercial/industrial sidings. An existing utility bridge servicing Ahlstrom would need to be removed or modified as part of these improvements. Contract #3 - Enfield (MP 51.5 to 53.1 - Installation of 1.5 miles of second track in Enfield) The proposed infrastructure for this section consists of Track No.2 installation which begins just north of the Parsons Lane grade crossing and continues north for approximately 1.6 miles. These improvements would support the planned construction of a short-high level platform on the east side of the existing single track near MP 54.1. Infrastructure improvements would include Track No. 2, track drainage swales, underdrains, existing culvert extensions and rehabilitation and grade crossing improvements including wayside horns.

**Project Justification**

Not available

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$187.1 M</b>	<b>Cost Derivation Methodology:</b> Programming <b>Contingency:</b> Programming Estimates use 20-30% Contingency, Prelim Design use 15-25%, Semi-Final Design use 10-20% and Final Design uses 10%. <b>Cost Year Dollars:</b> 2025 <b>Escalated Total Project Cost:</b> \$202.0 M
	Pre-Construction:	Not available	
	Property Acquisition:		
	Program Management:		
	Construction:	Not available	
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$0</b>	
	<b>Additional Potential Funding Sources:</b>		
	<i>FRA Federal-State Partnership for ICPR Grant</i>		
	<i>Local Match for Federal-State Partnership for ICPR Grant</i>		
<b>Project-Based Cost Allocation (PBCA)</b>	<b>PBCA Candidate:</b> Yes <b>PBCA Agreement Status:</b> Unknown <b>Notes:</b>		

## Project Schedule

Phase	Schedule	Notes
Planning	Not available	
Development	Jun 2022 - Mar 2023	
Final Design	Mar 2023 - Apr 2024	
Construction	Jun 2024 - Jun 2026	

## FY23-27 Plan

### FY23 Plan (Oct 1, 2022 - Sep 30, 2023)

**Planned Expenditure for FY23:** Not available

**Planned Scope of Work for FY23:** Not available

**Planned Milestones for FY23:**

- 60% Design Complete (Nov 2022)
- 90% Design Complete (Mar 2023)
- 100% Design Complete (Aug 2023)

### FY24 Plan (Oct 1, 2023 - Sep 30, 2024)

**Planned Expenditure for FY24:** Not available

**Planned Scope of Work for FY24:** Not available

**Planned Milestones for FY24:**

- Final Design plans complete (Nov 2023)
- Design Phase Complete (Jan 2024)

### FY25-27 Plan (Oct 1, 2024 - Sep 30, 2027)

**Planned Expenditure for FY25-27:** Not available