



Tanya D. Lane
Town Manager

TOWN OF NEWINGTON

131 CEDAR STREET
NEWINGTON, CONNECTICUT 06111

OFFICE OF THE TOWN MANAGER

July 7, 2016

Re: Over-night Construction Work by Middlesex Corp. along the Amtrak Right-of-Way

Dear Newington Resident:

Please be advised that beginning Monday, July 11, 2016 you will begin to see (and hear) construction of retaining walls (including drilling and hammering) along the Amtrak Right-of-Way near Alumni Road and the west side of Old Farm Drive.

Middlesex Corporation will have two drill rigs in operation between 1:00 a.m. (overnight) through 1:00 p.m., five days a week for approximately 6 weeks.

As Town Manager, on your behalf, I am naturally concerned with the level and duration of the noise that this project will create.

I have contacted Michael Stern who is Vice President and Managing Deputy General Counsel at Amtrak. As stipulated by Title 49 from the Code of Federal Regulations, Amtrak is exempt from our Town of Newington Noise Ordinance because it is a federally owned entity.

I ask in advance for your patience with any inconvenience that may arise during this period as Amtrak is upgrading their railways. I have included a narrative from Middlesex Corporation outlining the scope of this project.

Sincerely,

Tanya D. Lane
Town Manager



**NHHS DOUBLE TRACK New Haven-Hartford-Springfield RR Line
OWNER: NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)**

The New Haven-Hartford-Springfield (NHHS) Rail Program represents a broad partnership between the State of Connecticut, Amtrak and the Federal Railroad Administration, as well as the states of Massachusetts and Vermont. The goal is ambitious – to provide those living, working or traveling between New Haven, Hartford and Springfield with high speed rail service equal to the nation’s best rail passenger service. The new service, called the *CTrail* Hartford Line (Hartford Line) will connect with existing Metro-North commuter rail and Amtrak Acela high-speed rail services on the New Haven Line to New York and on the Northeast Corridor to New London and Boston. With this level of direct and connecting service linking the region, towns along the future Hartford Line will become magnets for growth – ideal places to live and to relocate businesses that depend on regional markets and travel.

Portions of Track 2 (an existing/proposed mainline train track generally located on the east side of the NHHS rail line that travels from New Haven, CT to Springfield, MA), which were removed in the 1980's, will be re-installed generally to the east of the existing Track 1 between Mile Posts (MP) 7 and 17 (North Haven, Wallingford and Meriden), 20 and 31 (Berlin and Newington) and 37 and 43 (Hartford and Windsor) to accommodate the planned increase in train traffic. In addition, a controlled siding (a track adjacent to main rail that is remotely controlled by the Rail Traffic Controller) will be installed between Mile Posts 37 and 39 (Hartford) to provide a location where passenger trains and freight trains can pass each other.

New interlockings (an arrangement of switches and devices that allow for safe train movement between various tracks) will be installed in North Haven (MP 7.2), Meriden (MP 16.5), Berlin (MP 26.5), and Hartford (MP 37 and MP 39). The switches in the interlockings will allow trains to shift from one track to the other (a.k.a. diverging moves) at speeds up to 45 mph. In preparation for track construction, existing unsuitable material will be removed, processed and reinstalled as sub-ballast (crushed stone that has defined mechanical properties and specified size limits used to support and drain railroad tracks) for the new track. Supplemental sub-ballast material will be added as needed. Once the sub-ballast is installed new ballast, rails and ties will be installed, jointed and tested.

Highway grade crossings in Wallingford will be upgraded to accommodate the new second track. This will consist of replacing track panels (a short section of track consisting of rails, ties, and fasteners), relocating or replacing crossing gates and equipment and restriping roadway surfaces. At some roadway grade crossing locations, there will be occasional, but brief traffic interruptions during construction and with the passing of related equipment.

Work consisting bridge (structures used to support the passage of tracks over a road or system), retaining walls (track support structures) and culverts (structures that allows water to flow beneath a road, railroad or trail) work will be performed to facilitate the installation of Track 2.



Many of the existing bridges and culverts along the corridor that support the railroad passing over local roadways and waterways will require extension, rehabilitation or replacement to widen the roadbed so that Track 2 can be installed. Additionally, retaining walls will be installed to support the increased width of the roadbed where necessary to make room for Track 2. These walls will generally consist of steel piles (beams driven into the earth to support a structure such as a bridge, culvert, retaining wall, building or passenger train) embedded in concrete, soldier piles (retaining wall system constructed of steel piles anchored into the earth that support horizontal beams (lagging) to support an embankment) with concrete panels placed in between to form a wall to support the widened railroad embankment (down slope adjacent to the tracks). At certain signal locations, the attainment of additional space will be required to accommodate new signal and communication equipment, so that precast concrete elements will be built up to create earth retaining structures (engineered facilities, such as a soldier pile and lagging system, that supports earthen embankments) that allow existing embankments to be widened to create the needed space.

The replacement of various structures along the corridor will require a limited number of extended service outages along the line as the Program rebuilds its drainage and bridge and other track support structures (an assembly of beams used to temporarily support a track during construction) that cross beneath the tracks. Alternate transportation services may be provided to rail passengers during these temporary service outages.

The Middlesex Corporation is the General Contractor providing civil, site, and structural improvements for the installation of 26 miles of second track between Hamden and Windsor, CT. Construction will consist of the rehabilitation or replacement of approximately 20 bridges and culverts. The project will also include improvements at seven grade crossings, the set-up, control and maintenance of multiple Waste Stockpile Areas that will be used for the handling of excavated materials generated during the course of construction. The project requires maintenance and protection of recently installed Amtrak and Level 3 utilities as well as other utilities during construction. There is expected to be approximately 30 weekend outages over a 32-hour time frame while Amtrak removes the track, Middlesex completes the drainage, pipes, and culvert work, and then Amtrak reinstalls the track structure.

Further information can be obtained at <http://www.nhhsrail.com/>

Best regards,

The Middlesex Corporation