CT Transportation Initiatives of Interest to Tri-State MPOs

CT DOT
June 9, 2016
SOME RECENT ACHIEVEMENTS
I-95: MOSES WHEELER BRIDGE

Reconstruction is 1-year ahead of schedule

Part of effort to raise bridge rating to 100,000 lb loads
$300 million to add 3\textsuperscript{rd} lane & reduce congestion

\textit{Started in 2015 - scheduled for completion in 2020}
New Haven Line & Branches

Ridership up (1.9%, over 40 million rides annually)

Reliability improved (93% on time performance)

Customer complaints down (67 complaints/million rides)

- M8 cars: over 400 in service
- Power station improvements
- Catenary improvements
- Improved safety procedures
- New Haven Yard improvements
M8 CARS

405 M8 Rail Cars delivered
Improved mechanical reliability by 79%
WALK BRIDGE

Interim repairs completed.
Replacement program underway.

*New interlockings & upgraded yard facilities to reduce service impacts during construction*
STILL TO COME

Expanded investment program:
Let’s Go CT
Connecticut’s Bold Vision and Call to Action for a Transportation Future

CT’s new 30-year plan calls for multimodal & strategic investments
Transportation Corridors

Developed strategies specific to each corridor

Focus of today's presentation: I-84 & I-95 corridors
Key Corridor Objectives

- Reduce congestion on I-95 & Rt 15
- Improve access to NYC (rail is primary means)
- Improve mobility & choices
HIGHWAY highlights

• **Widen I-95**: from NY to New Haven
  - Start with most congested segment: *Bridgeport to Stamford*
  - Institute congestion management practices

• **Major preservation** projects such as:
  - **I-95**: Complete reconstruction of *West River Bridge* in New Haven
  - **RT 15**: Reconstruct/replace *West Rock Tunnel* ($235M) in Woodbridge

• **Fix traffic bottlenecks**: like RT 7/RT 15 interchange & **RT 8** in Shelton-Derby area
RAIL highlights

New Haven Line:

- **Restore rail infrastructure** (movable & fixed bridges, track, catenary, etc.)
  - Movable bridges: over 100 yrs old (Walk, Saga, Cos Cob, Devon)
  - Fixed bridges, track, catenary, etc
  - Improve safety & reliability of service
  - Add & modernize stations, expand parking

- **Fully utilize all 4 tracks** to support: 2+2 concept
  - 2 local tracks - more frequent local “subway” type service
  - 2 express tracks - faster express service on

Branch Lines:

- Upgrade branch lines to provide **full commuter service on all three lines**
I-84: NY to Hartford Corridor

Key Corridor Objectives

• Replace I-84 viaducts
  • Waterbury
  • Hartford

Critical preservation projects
Combined cost = $12 Billion

• Reduce congestion on I-84
  • Danbury (exits 3-8)
  • Waterbury (Mixmaster)
  • Hartford (Viaduct)

• Improve Branch rail lines
  • Danbury
  • Waterbury
Danbury Branch Line

**Goal:** complete upgrades & optimize service

**Recent improvements:**
- Signal system installed
- Grade crossings upgraded
- *6 trains added* to weekday schedule *(ridership up 9%)*

**Ongoing or planned improvements**
- Danbury dockyard improvements
- Merritt 7 Station improvements *(access from both sides, ..)*
- Branchville TOD study recommendations
- Bethel parking expansion & bike lockers
**Waterbury Branch Line**

**Goal:** major upgrade line to *full commuter service*

**Improvements Proposed:**

- Signalization
- Passing sidings
- Waterbury train storage yard
- Additional train sets
- Station improvements
- Service goal: 25-35 trains daily
NY – Hartford Corridor: I-84 Improvements

Goals:

• Replace aging viaducts
• Reduce congestion

Improvements Proposed:

• Hartford I-84 Viaduct ($4-5B)
• Waterbury Mixmaster/Viaduct ($5-$7B)
• Danbury congestion relief
  o Short-term: Danbury exit 4-5 improvements
  o Mid-term: Widen Danbury exits 3 - 8
  Priority: fix Danbury bottleneck
Connecticut’s Bold Vision and Call to Action for a Transportation Future

5-Year Ramp-Up
Refining the Strategy for I-95 Corridor

**New Haven Line: Capacity & Service Expansion**

*Feasibility Study: 2017-2018, $3 million*

- Evaluate 2+2 track configuration & other service options

**I-95 Capacity & Operations Improvements**

*Feasibility Study: 2016-2018, $2 million*

- Evaluate opportunities for *widening & operational* improvements
- Consider *congestion management* options
## 5-Yr Ramp-Up
### I-95 Corridor (NY–New Haven): Rail

<table>
<thead>
<tr>
<th>State Fiscal Yr</th>
<th>Initiatives</th>
<th>Action</th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>New Haven Line 2+2 Service</td>
<td>Study</td>
<td>$ 3.0 M</td>
</tr>
<tr>
<td>2016 - 2017</td>
<td><strong>Rail Dockyard</strong> in Norwalk</td>
<td>DSG &amp; CONST</td>
<td>$ 34.0 M</td>
</tr>
<tr>
<td>2016 - 2018</td>
<td>Stamford Station Ped. Bridge</td>
<td>DSG &amp; CONST</td>
<td>$ 19.0 M</td>
</tr>
<tr>
<td>2017</td>
<td>New Haven Station Parking</td>
<td>DSG &amp; CONST</td>
<td>$ 50.0 M</td>
</tr>
<tr>
<td>2017</td>
<td>Real-Time Rail Information</td>
<td>Equip. Install</td>
<td>$ 10.0 M</td>
</tr>
<tr>
<td>2017</td>
<td><strong>SAGA Rail Bridge</strong></td>
<td>Interim Repair</td>
<td>$ 15.0 M</td>
</tr>
<tr>
<td>2017 - 2018</td>
<td><strong>Cos Cob Rail Bridge</strong></td>
<td>Interim Repair</td>
<td>$ 33.5 M</td>
</tr>
<tr>
<td>2017 - 2020</td>
<td>New Haven Line Stations</td>
<td>DSG &amp; CONST</td>
<td>$100.0 M</td>
</tr>
<tr>
<td>2018 - 2020</td>
<td>New Canaan Branch Line</td>
<td>Various</td>
<td>$ 19.5 M</td>
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*Walk & Devon* bridge projects already initiated.
*Dockyard* project needed for *Walk Bridge* construction.
5-Yr Ramp-Up

I-95 Corridor *(NY–New Haven)*: Highways

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<th>State Fiscal Yr</th>
<th>Initiatives</th>
<th>Action</th>
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<tbody>
<tr>
<td>2016 – 2020+</td>
<td><strong>I-95 Widening:</strong> Stamford to Bridgeport</td>
<td>DSG &amp; ROW</td>
<td>$100.0 M</td>
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<tr>
<td>2017 – 2020+</td>
<td><strong>Rt. 7/ Rt. 15 Interchange</strong></td>
<td>DSG, ROW &amp; CONST</td>
<td>$191.0 M</td>
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<tr>
<td>2016 - 2019</td>
<td><strong>Route 15 West Rock Tunnel</strong></td>
<td>DSG, ROW &amp; CONST</td>
<td>$ 48.6 M</td>
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</tbody>
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**I-95 Widening:** *Feasibility study starting in 2016.*

**Rt7/Rt15:** *Design underway*

**West Rock Tunnel:** *Design starting in 2016*
## 5-Yr Ramp-Up

### I-84 Corridor (NY to Hartford): Rail & Highways

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<th>State Fiscal Year</th>
<th>Initiatives</th>
<th>Action</th>
<th>$</th>
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<tbody>
<tr>
<td>2016 – 2020</td>
<td>Waterbury Branch Line</td>
<td>Signals &amp; Sidings</td>
<td>$73.0 M</td>
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<td>2016 – 2021</td>
<td>I-84 Danbury (exits 3-8)</td>
<td>Design</td>
<td>$75.0 M</td>
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<td>2016 – 2020+</td>
<td>I-84 Waterbury Mixmaster</td>
<td>Study &amp; Design</td>
<td>$30.0 M</td>
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<td>2016 – 2021</td>
<td>I-84 Hartford Viaduct</td>
<td>Design</td>
<td>$125.0 M</td>
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**I-84 Waterbury Mixmaster:** Feasibility study required first.

**Waterbury Branch:** Design underway
THANK YOU